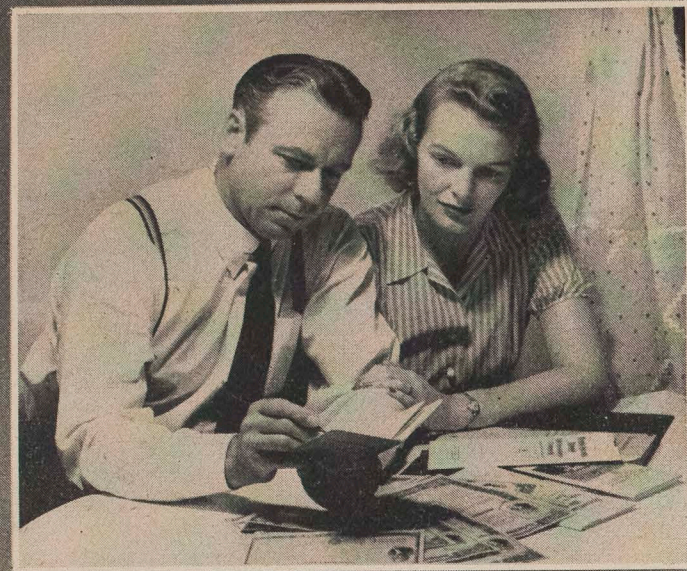




NOVEMBER 1944
PACIFIC ELECTRIC
Magazine



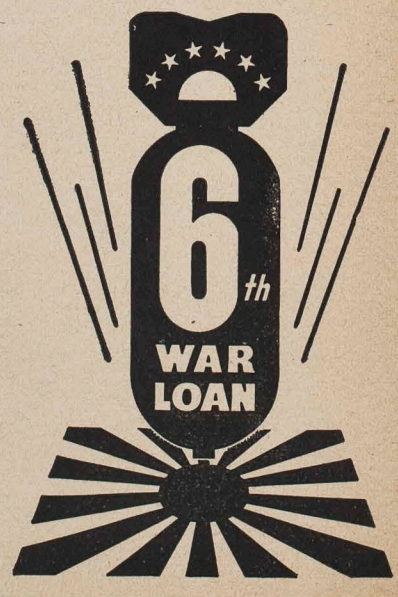
To "Put a little bit aside"
 —savings, insurance,
 bonds — to make a
 better personal life—
 —that's the AMERICAN WAY.

S I X T H
War Loan Drive
Nov. 20-Dec. 16

☆
Our quota:
At least one
\$100 WAR BOND
(Costing \$75)
for each employe

Watch out for application for War Savings Bonds, Series E, which will be handed you with your next pay check. Fill it in at once and return it to your foreman, your department head, or the person from whom you received your pay check.

Bonds may be purchased for cash from the Treasurer, 270 P. E. Building, or from Agents, who will issue you a receipt for your money. Agents at the following points are authorized to sell Bonds: El Monte, El Segundo, Fullerton, Glendora, Long Beach, Ocean Park, Pasadena, Pomona, Redlands, Riverside, San Bernardino (Psgr.), San Pedro, Santa Ana, Sixth and Main, Subway, Torrance, Watson, Watts, West Hollywood, Whittier.



How Do You Meet a Crisis?

RIGHT NOW our fighting men are facing the biggest military crisis of this war with the invasion of both the German and the Jap inner defenses.

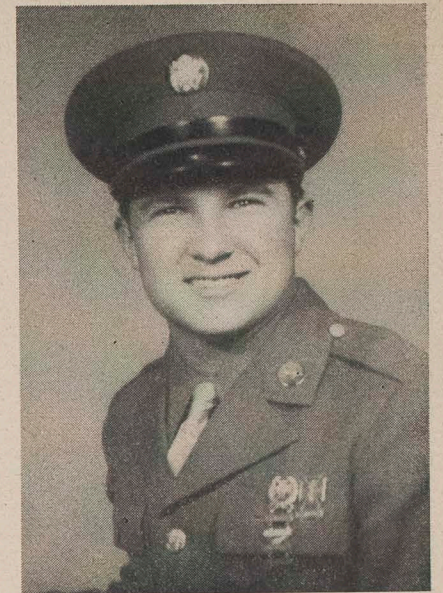
They're facing it as a job to be done without flinching, regardless of any uncertainty as to how they, personally, may come out of it.

HOW ABOUT YOU?

It's up to you to match, as best you can, their supreme effort. The way you can do it is to increase your purchases during the Sixth War Loan Drive by buying for cash as well as through the Pay Roll Allotment Plan.

—Management-Labor War Production Committee.

In Memoriam



RAYMOND RUBEN MUNOZ

Pvt. Raymond Ruben Munoz, U. S. Army paratrooper, killed in action in Holland, September 22, 1944. Private Munoz, 20, entered Pacific Electric service as a Laborer on July 16, 1942, in Extra Gang No. 1, and was called to military duty on May 5, 1943. He was born July 29, 1924.

He is survived by his mother, Mrs. Dolores Duffy; his stepfather, Michael Duffy; and his brother, Edward. The family lives at 433 North Alvarado Street, Los Angeles. Employes extend sincerest sympathy.

Charles Stein Now Reported Prisoner of War; Earlier Reported Missing In Action

The hope expressed in the October Magazine that Charles Stein, officially reported missing in action, would later be discovered safe and well, has been in part vindicated. He is now officially reported a prisoner of war in Germany, according to his mother, Mrs. Eula M. Stein.

Charles, a member of the Army Air Force, is a former Relief Agent for the company.

Employes share Mrs. Stein's rejoicing to know that her son is still alive, and hope further that an exchange of prisoners may soon bring her son back to his unit.



HONOR ROLL

Pacific Electric Employes Reported Entering the Armed Services of the Nation in October, 1944

ENGINEERING DEPARTMENT

Raymond T. Madrigal

FREIGHT TRAFFIC DEPARTMENT

Thomas E. Gentry

MECHANICAL DEPARTMENT

Louis F. Koplau
 Russell W. Koster

TRANSPORTATION DEPARTMENT

Reese D. Bailey	Charles R. Lohan	Beatrice H. Morrell
Arthur C. Campbell	John G. Long	Eugene D. St. Clair
	J. Edythe McMichael	

Reported Returned From Service
TRANSPORTATION DEPARTMENT

J. W. Boswell	Richard W. Nisley	Russell M. Peterson
	Raymond D. Hamilton	

MECHANICAL DEPARTMENT

John W. Pardenberry

PASSENGER TRAFFIC DEPARTMENT

Frank Screech

As of October 23

770

Pacific Electric Employes Were In the Armed Forces



To Put a Little Bit Aside ...

The big meaning of the American Way to each of us is the right we have under our system to build and mold our own individual lives.

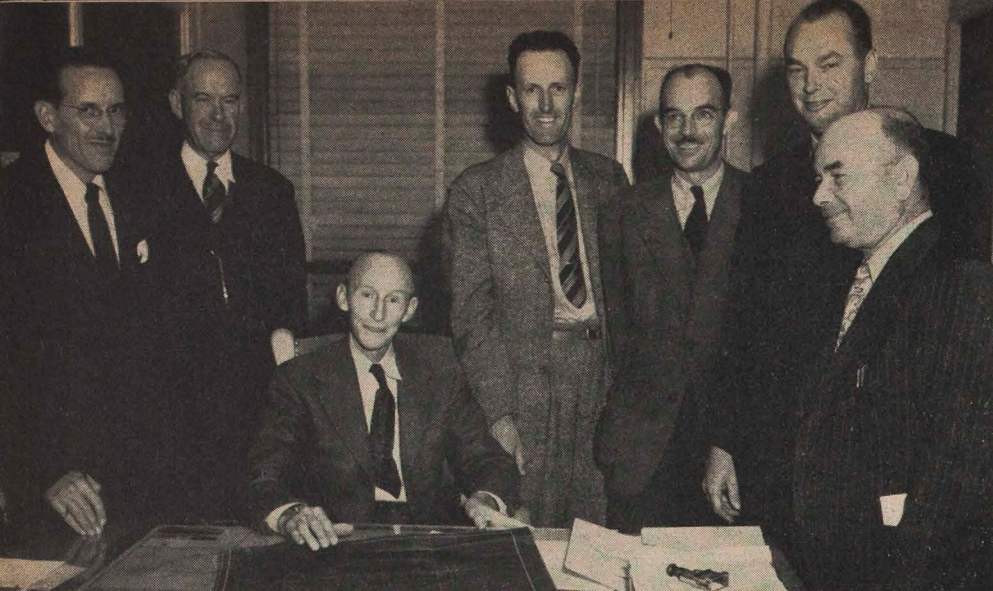
Traditionally, part of that individual way of living has manifested itself in the plan of many of us to "put a little bit aside"—savings, insurance, and today, war bonds.

For no matter how well we're able to get along from day to day, it's always nice to know that there's that "little bit put aside" to take care of emergencies, and especially to provide real security when our working days are done.

Some folks say—"Sure, that's swell. But how am I going to save when I can't make both ends meet now?" Yet when one considers the importance of savings for the future, there's always some minor sacrifice that can be made now to make future savings possible.

Fifty cents or a dollar a week, put into a savings account, or into insurance, or into bonds, may seem small—weekly—but over the years you'd be surprised how fast it mounts up.

To "put a little bit aside"—savings, insurance—bonds—to build a better personal life—that's the American Way.



ROADWAY CHIEFS—Assistant Engineer George S. McClure seated in his office and surrounded by his Roadmasters and Junior Engineers. Standing, left to right, are J. R. Schaeffe, Junior Engineer, North District; J. E. Flathers, North Roadmaster; C. W. Collins, South Roadmaster; W. D. Boyle, West Roadmaster; Rudolf Widmann, Junior Engineer, South District; H. J. Culp, Paving Supervisor, all districts.

newal on the Santa Ana Line have just been completed between Santa Ana and Bellflower and further work on this line is contemplated.

The 90-pound rail replacement program for 1945, as tentatively set up, covers work on the Torrance Line, the El Segundo Line, the Santa Monica Air Line, the Newport Beach Line, the Soldiers' Home Branch, and the yards at Butte Street and Thenard.

Construction of the new system of freeways will involve some track changes, as has already happened in the case of the new Ramona Freeway over the Aliso Street Viaduct.



H. R. SEARING, Assistant Engineer, Eastern District, has only recently (August 1) taken over at San Bernardino, but his assistants report he's doing fine.

Some relocation of the San Fernando Valley Line may be necessary.

Relocation of a portion of the San Bernardino - Redlands Line from Third Street to Rialto Avenue, San

'ARRIBA!' - 'UP!'

Eight Hundred Pacific Electric Track Laborers Work Willingly, Loyally and Patriotically to Help Keep Supplies Flowing Over Safe Roadbeds to General MacArthur

Assistant Engineer George S. McClure, who is in charge of roadway for Pacific Electric, is a busy man these days. Under his direction, and in addition to regular maintenance work, a program is under way of renewing ties and ballast, and replacing rail weighing 75 pounds or less to the yard with 90-pound rail. In 1943 about 16 miles of rail in single track or its equivalent were renewed. This year it is planned to renew 48 miles, and next year, about 42 miles. All of this work of maintenance and renewal is made necessary because of the wear and

tear caused by heavy passenger and freight traffic during these war years. Most of the major jobs of maintenance are in the Northern and Southern Districts.

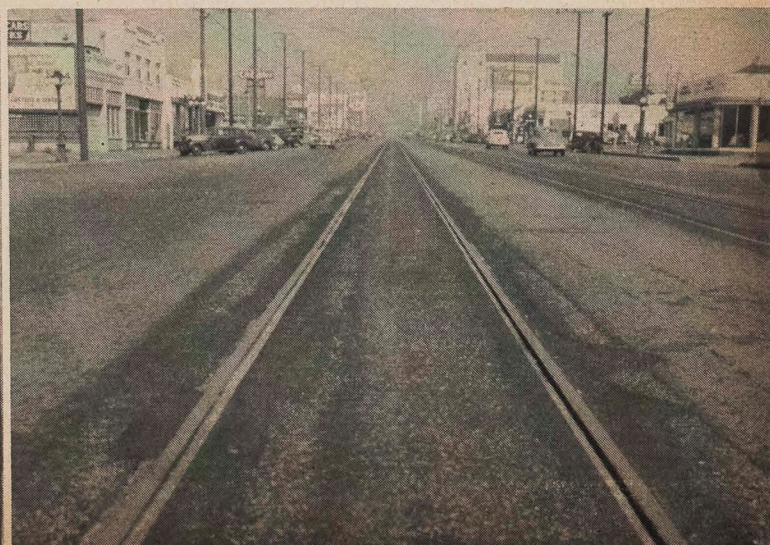
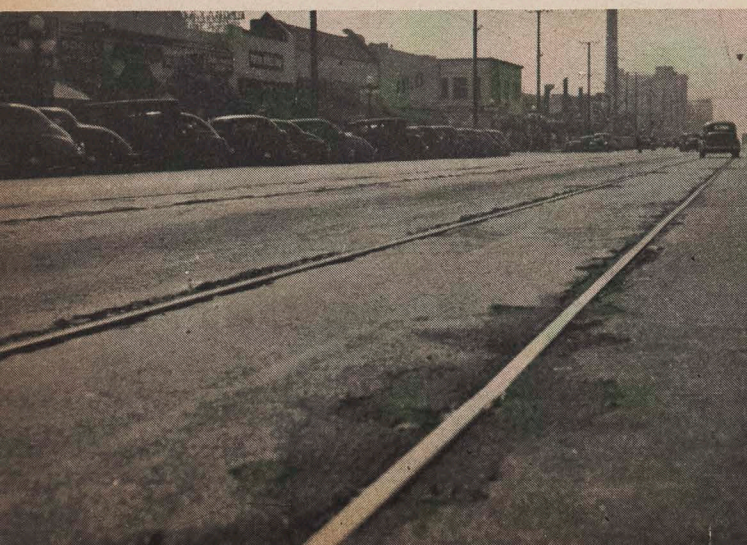
Major Jobs

Major jobs where need is greatest are now being done on the Long Beach Line from Ninth and Hooper Streets to Watts; on the Pasadena Short Line and Monrovia Line between Indian Village and El Molino; and on the San Bernardino Line from Valley Junction to Baldwin Park. Repairs and ballast re-

Before

ON THE GLENDALE LINE

After



TOTAL: ONE AND THREE-FOURTHS CENTURIES—That's the combined ages of Jesus Guerrero (left), 94, and Martin Palma, 78. On the day this picture was taken these men were preparing rail bolts for use by Extra Gang 10 near Macy Street. Jesus was born October 10, 1850, at La Ciudad De Cabadas, Michoacan, Mexico, and has been a railroad worker most of his life; he started working for P. E. only last March 27. Martin was born November 10, 1866 in Chihuahua, Mexico, and, like Jesus, has worked for Pacific Electric only a short time—since December 16, 1943. He hasn't done much railroading, but has been a ranch worker a good share of his life. Jesus lives in Ontario; Martin, in Cucamonga. They're doing their bit for the war effort—do we hear several rounds of applause?

Bernardino, is approved and this work will be under way in the near future.

Considerable special work, such as the replacement or repair of frogs, switches, crossings and curves, is in prospect. Already partially under way, this work has been delayed because of the difficulty of securing necessary materials. Some of the important units of special work already replaced are at the foot of the elevated at 6th and San Pedro Streets, at 6th and Hill Streets, and at the entrance to the surface tracks of the Subway Terminal.

12,000 Ties a Month

An idea of the size of the roadway job may be gained from the facts that during the last two years an average of 12,000 of the 2,550,000 ties have been replaced

monthly, and that ballast replaced in the last 18 months has averaged almost 10,000 tons a month. With approximately 900 single-track miles to maintain at all times, and with the heavy rail, ballast, and tie renewal program going on, it is clear that Assistant Engineer McClure is a busy man.

Bill Shea

An important factor in creating a good labor supply for the company is Bill (William F.) Shea, a member of Mr. McClure's staff. Bill is an old-time railroad man who has done railroad work in many parts of the world, including particularly Argentina, Chile, and Mexico. He had retired, but offered his services to Pacific Electric during the war as a patriotic gesture. The gesture has proved invaluable, and Mr. Mc-

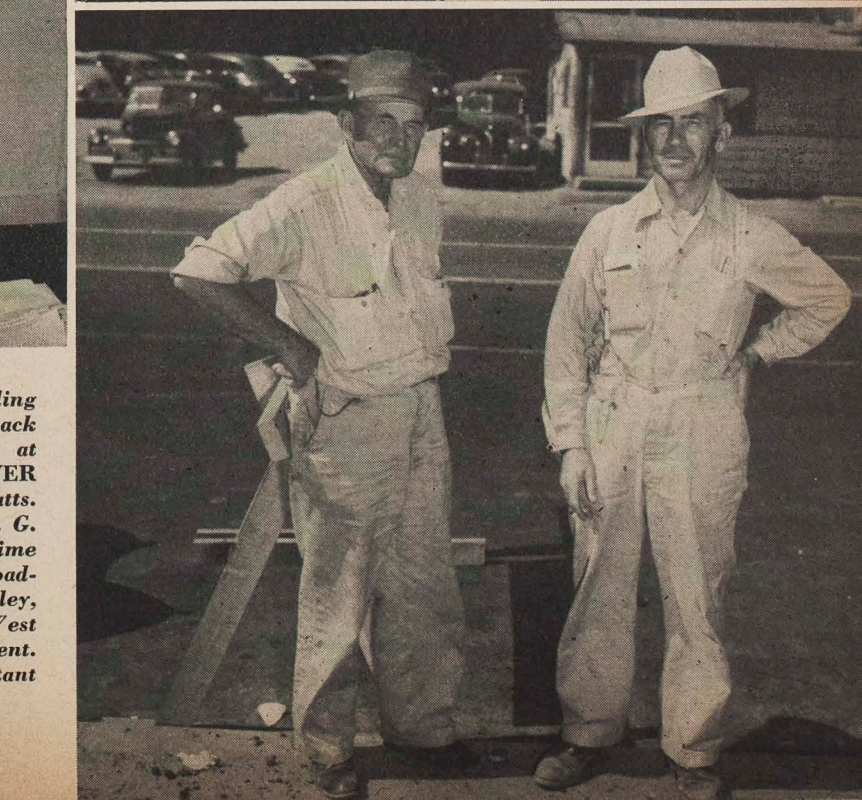
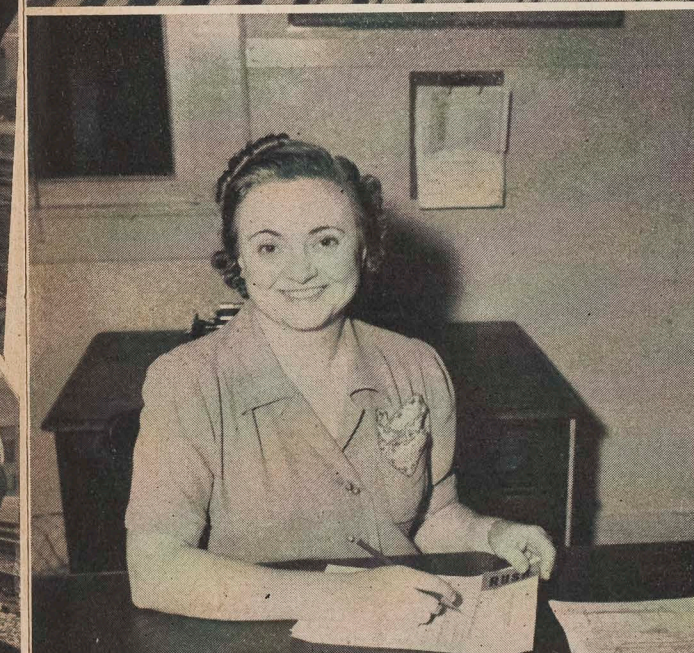
Clure and Mr. Shea work hand in glove. Because (according to Mr. McClure) Bill understands Mexicans better, perhaps, than any other man in the company, he has succeeded in getting workers for the roadway gangs where everybody else has failed and has built up the average daily force to track laborers to around 700 or better.

Track Laborers

Regular maintenance and repairs of roadway is carried on by section gangs, composed of men who are permanently employed by the company. Special major jobs, which must be done in a hurry, are handled by extra gangs hired for the occasion. When their work at one place is finished, the extra gangs are moved to the next job. Most of the major jobs are now being done by these extra gangs, for the war has played havoc with the regular section gangs. Of the 800-odd laborers employed on roadway, about 250 belong to 25 section gangs containing from 4 to 18 men each, and the rest are in 12 extra gangs containing from 9 to 80 men each.

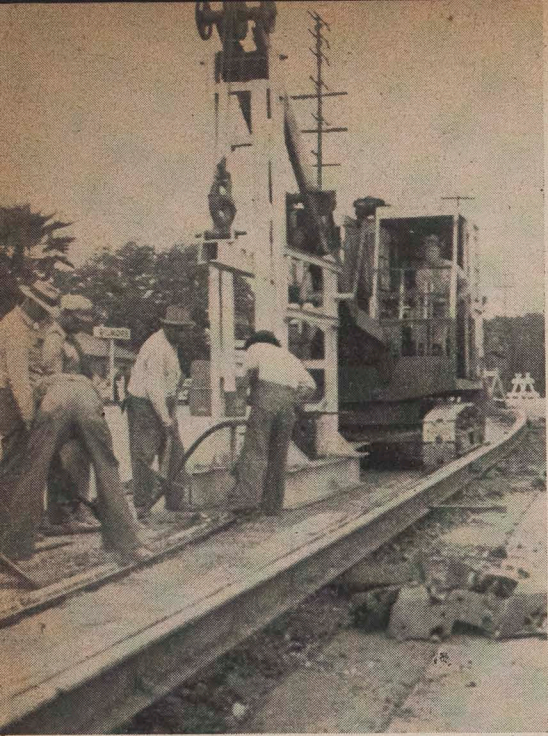
Roadmasters and Office Force

Foremen and their assistants work under the supervision of a District (Continued on Page 8)



HOW THEY DO IT—L. H. row, top to bottom: Navajos work on West Basin. Planer blade smooths paving softened by heat from planer. Foreman W. Chappell (white gloves) & M. Cook (vest) combine gangs for job. Ex. 8 raises track with spotboard. R. H. row: Ex. 2 lifts rail into place ("Arriba!" — "Up!"). Gravel train backs up & spreads dumped ballast. Ex. 2 Foreman B. Leyva (extreme right) supervises laying 90-lb. rail, using track gauges. Center bottoms William F. Shea, special assistant to Mr. McClure.

HERE AND THERE IN ROADWAY—Reading clockwise, beginning upper left: Steel rails in stack at left are being loaded by crane into flatcars at right, down in West Basin near San Pedro (COVER PICTURE). Pleasant corner of Latin camp near Watts. Gathered in Mr. McClure's office are, L. to R., D. G. Gilmore, Camp Foreman; Miss Jean Fogarty, Time and Materials Clerk; and Rollin A. Podlech, Roadmaster's Clerk. Extra Gang 2 Foreman Scott Braley, inspector on the 90-lb. rail relaying job at the West Basin; and Andy Polson, resident superintendent. Mrs. Mabel E. Forsberg, Steno-Clerk for Assistant Engineer H. R. Searing in San Bernardino.



RAIL-PULLER pulling out 128-lb. grooved girder rail at Second & Mt. Vernon, San Bernardino. This rail forms part of the abandoned San Bernardino-Colton local line, and is being relaid on the Arrowhead line.

'ARRIBA!' - 'UP!'

(Continued from Page 5)

Roadmaster. There are three District Roadmasters: *W. D. Boyle* on the West; *C. W. Collins* on the South, assisted by Junior Engineer *Rudolf Widmann*; and *J. E.*

REMOVING 60-POUND RAIL on Highland (Arrowhead line) San Bernardino, and excavating to relay roadbed with 128-lb. grooved girder rail taken from abandoned San Bernardino-Colton local line. The excavator is the tall machine in the background. Part of Extra Gang No. 9 is carrying the rail.



Flathers on the North, assisted by Junior Engineer *J. R. Schaeffle*. In charge of all paving on these three districts is *H. J. Culp*, Paving Supervisor. While all of these men are usually out somewhere in their respective districts, they maintain an office (adjoining that of Mr. McClure) in room 686 of the Pacific Electric Building. This office is also occupied by other members of the department, including Roadmaster's Clerk *R. A. Podlech*, Time and Material Clerk *Miss Jean Fogarty*, and Camp Foreman *D. G. Gilmore*. The entire Roadway Department is, of course, a division of P.E.'s big Engineering Department, directed by Chief Engineer *E. C. Johnson* and his executive assistant, *L. B. Denton*.

Section Camps

Not all know that Pacific Electric owns, operates and maintains 19 permanent camps for its track laborers. They are scattered from Los Patos on the southeast to Van Nuys on the northwest; from Culver Junction on the southwest to Riverside on the northeast. Camps are operated under the jurisdiction of the Roadmaster and the Section Foreman in whose territory they are located, and are supervised by Mr. Gilmore. Each camp has a Campman to care for its upkeep—cleanup, garbage and rubbish disposal, wood supply, etc.—and units are rent free.

The Eastern District

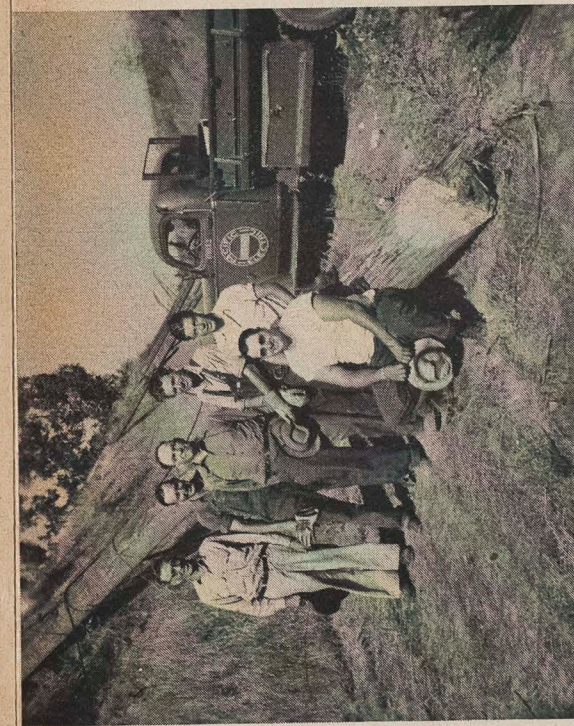
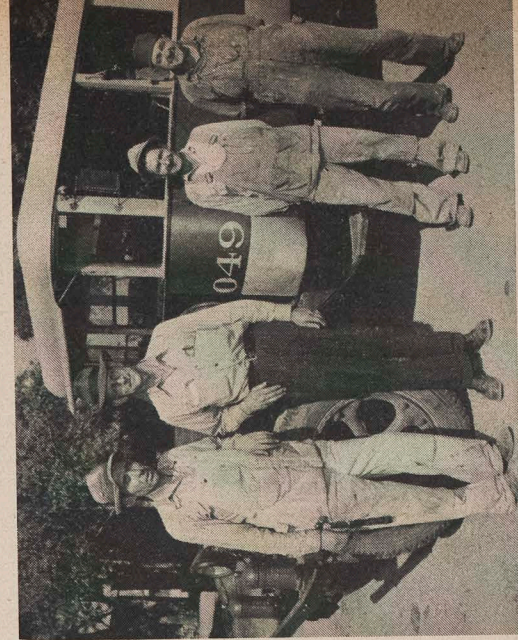
East of LaVerne, roadway construction and maintenance are under direct supervision of Assistant Engineer *H. R. Searing*, who recently replaced *Leo J. Bush* because of the latter's illness. Mr. Searing, with office at 137 South F Street, San Bernardino, is in charge of all paving, as well as roadway work, in the Eastern District. Other departments also make use of his services on matters of maintenance. His assistant is Junior Engineer *A. B. Holmes*. Stenographic and record work is done for Mr. Searing and Mr. Holmes by *Mrs. Mabel E. Forsberg*, Steno-Clerk. Mr. Searing will be remembered by readers of the Magazine as the Resident Engineer on the Terminal Island Line construction back in 1943. (See issue for June, 1943.) Added importance is given to Eastern District maintenance by the heavy war freight traffic centering around San Bernardino and Colton.

Loyal Force

Mr. McClure takes great pride in the loyalty of his fellow employes in the Roadway Department. "They're as loyal a bunch, from Roadmasters to Extra Gangs, as you will find anywhere. They'll do willingly anything they're asked to do." Personifying the fine morale that exists is a certain Section Foreman who lives near one of the larger yards. He is described by Mr. McClure as "one of our most loyal and faithful employes, and as far as he is personally concerned, Yard is his. He could give it no more attention if he actually owned it. He hates to have derailments in this yard, regardless of the cause, as he feels it reflects on him personally." As a result of one such accident, this Foreman wrote (in part) to his Roadmaster:

"I think if a bulletin was put out to Yardmasters to call the Foreman immediately whenever there is a switch run through or a wreck, we may be able to avoid some serious accident.

"Now, Mr. ———, it isn't the time that I get out of being called, as when I go to bed I would rather have a good night's rest than be called out in the middle of the night, but I am doing all in my power to see that General Douglas MacArthur will not be held up for supplies coming through this yard."



AT SAN BERNARDINO—Reading clockwise, beginning at upper left: Roadway chiefs in front of their office, including, left to right, Junior Engineer A. B. Holmes, and Foreman Jose Martinez (Extra Gang 13, San Bernardino), Juan Pats (Section Gang 31, Uplands), T. N. Sharp (Extra Gang 9, Redlands), Charles C. Shunk (Section 32, San Bernardino), Rosario Chavez (Section Gang 33, Riverside). The Line Gang, including, left to right, William Mapstead, Foreman; Bruce Emanuel, Lineman; Andrew J. Miller, Helper; Samuel J. Ferguson, Lineman; J. T. Hyder, Truck Driver; R. H. Coons, Truck Driver—all, at the time, dismantling the overhead on the abandoned San Bernardino-Colton-Riverside line. Part of Extra Gang 9 (note compressed air tampers) working on the San Bernardino Line between Rialto and Fontana. Standing in front of the bus is the Bridge & Building Gang, including, left to right, John A. Elkins, Carpenter; Nels A. Soderberg, Foreman; Guy B. Hetrick, Carpenter; Earl N. Martin, Carpenter. More of the 70-odd members of Extra Gang 9, with Tom Sharp, Foreman, kneeling, and Salome Becerra, Sub-Foreman, directly behind him. At lower left, we have some of the occupants of the section camp at San Bernardino Yard. In the back row, left to right, are Marciano Hernandez, Paula Hernandez, Pedro Sanchez, Genovera Mejia, Francisca Montes, Lupe Marin, and Joe Palacios. In the front row are some of the appealingly bashful little sons and daughters of the mothers in the back row; left to right are Frances Palacios, Virginia Palacios, Mary Palacios, Susanna Hernandez, Arthur Martinez, Marciano Hernandez, Julia Marin, Mickey Mejia, and Jesus Marin. In left center picture are members of the Bonding & Welding Gang, including left to right, Antonio Contreras, Foreman; Manuel Ramos, Helper; and Jesse Santos, Helper.



MECCA Contributes \$2500 to War Chests

A contribution of \$2500 to the War Chests was approved by unanimous vote at a meeting of the Administrative Committee of MECCA on October 12. This was the sixth dividend declared by MECCA and increases to \$14,045.50 the amount contributed to the Red Cross, War Chests, and Community Chests since MECCA began early in 1943.

Pacific Electric employees have reason to be proud of the substantial amount they have contributed to these worthy organizations through the MECCA plan, which involves the deduction of only 30c a month from the checks of employees who authorize it.

Distribution of Sixth MECCA Dividend of \$2500.00 WAR CHEST DRIVE

(Distribution to each county based on number of employees living in the county)

Los Angeles County War Chest Committee.....	\$2,370.78
Riverside County War Chest Committee.....	25.83
San Bernardino County War Chest Committee.....	60.11
Orange County War Chest Committee.....	43.28

Total 4 Counties.....\$2500.00

Distribution to each War Chest based on number of employees living within area of the War Chest

Los Angeles Area War Chest.....\$1629.01

Los Angeles Area War Chest includes the following:
Bell, Beverly Hills, Compton-Willowbrook, Culver City, Downey, Gardena, Hawthorne, Highland Park, Huntington Park, Inglewood, Los Angeles, Lynwood, Lomita, Maywood, Monterey Park, Palms, Palos Verdes Estates, San Fernando, San Pedro, Sherman Oaks, South Gate, Sunland, Torrance, Van Nuys, Venice, Watts, Wilmington.

Alhambra War Chest.....	\$91.85	Crescenta Valley War Chest.....	\$11.42
Arcadia War Chest.....	28.80	Manhattan Beach War Chest.....	4.97
Azusa War Chest.....	12.41	Montebello War Chest.....	3.47
Artesia War Chest.....	1.00	Norwalk War Chest.....	3.47
Bellflower War Chest.....	5.96	Pasadena-Altadena War Chest.....	97.31
Burbank War Chest.....	14.89	Pomona War Chest.....	18.37
Baldwin Park War Chest.....	13.40	Redondo Beach War Chest.....	28.80
Covina War Chest.....	3.47	Rosemead War Chest.....	11.91
El Segundo War Chest.....	4.47	San Gabriel War Chest.....	27.31
El Monte War Chest.....	60.57	South Pasadena War Chest.....	21.35
Glendale War Chest.....	74.47	Santa Monica-Ocean Park War Chest.....	25.32
Glendora War Chest.....	4.97	San Marino War Chest.....	5.96
Hermosa Beach War Chest.....	4.47	Sierra Madre War Chest.....	2.00
Hynes-Clearwater War Chest.....	2.48	Temple City War Chest.....	18.87
Long Beach War Chest.....	90.36	Whittier-Los Nietos War Chest.....	14.39
LaVerne War Chest.....	1.50	Wilmar-Garvey War Chest.....	14.40
Monrovia War Chest.....	17.38		

TOTAL LOS ANGELES COUNTY \$2,370.78

Riverside War Chest.....\$23.34 Corona War Chest.....\$2.49

TOTAL RIVERSIDE COUNTY \$25.83

Colton War Chest.....	\$ 2.00	Rialto War Chest.....	\$ 3.48
Fontana War Chest.....	1.50	San Bernardino War Chest.....	38.73
Ontario War Chest.....	2.49	Uplands War Chest.....	4.96
Redlands War Chest.....	6.95		

TOTAL SAN BERNARDINO COUNTY \$60.11

Anaheim War Chest.....	\$ 3.48	Newport Beach War Chest.....	\$ 1.50
Balboa War Chest.....	1.00	Orange War Chest.....	2.48
Brea War Chest.....	2.00	Santa Ana War Chest.....	15.89
Fullerton War Chest.....	2.00	Stanton War Chest.....	2.48
Garden Grove War Chest.....	1.50	Sunset Beach War Chest.....	3.97
Huntington Beach War Chest.....	2.98	Westminster War Chest.....	2.00
LaHabra War Chest.....	1.00	Yorba Linda War Chest.....	1.00

TOTAL ORANGE COUNTY \$43.28

MECCA Administrative Committee

B. A. Collins, Chairman
H. W. Jenkins, Secretary
Leonard Andersen

G. E. Collins, Vice Chairman
M. S. Wade, Treasurer
Frank Karr

October 16, 1944

To Save Lives ...

Buy MORE War Bonds
Give Your Blood
Subscribe to MECCA



JAMES DAVID HART

In Memory of JAMES D. HART

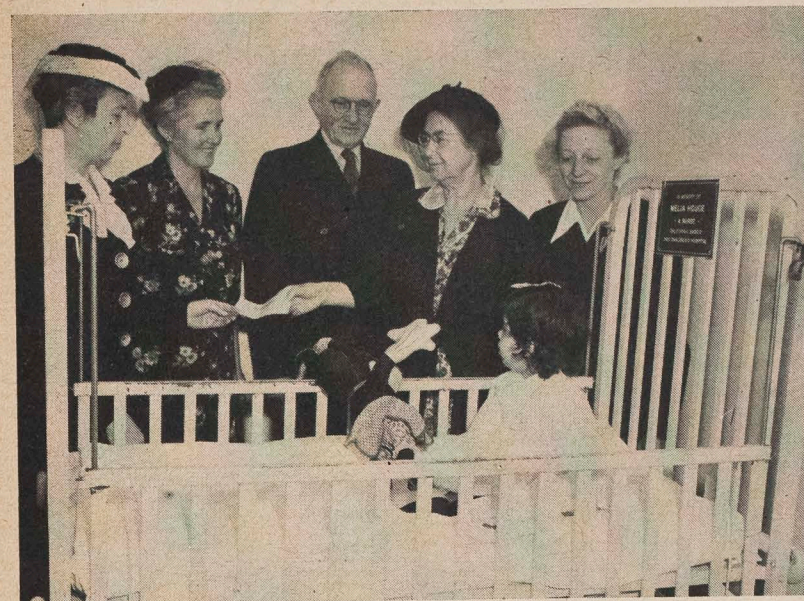
Some die before their time; Dave Hart was one of them.

We, who came in daily contact with him and worked with him for many years, know that we have lost a true and respected friend and co-worker. He was the plugger type. Conscientious, ever ready to help out, never complaining, he did his duties with a smile, and he had plenty of them. Privileged to work with him when he started with the company at the Butte Street Yard in 1928, again during the depression in the then Car Service Agent's Office from 1931 until 1937, and again in the General Superintendent's Office from then on, I had occasion to recognize an excellent character, always jovial and helpful. He held various assignments, such as File Clerk, Secretary, Freight Service Clerk, Head Mail and File Clerk in the General Superintendent's Office, and finally was promoted to Supervisor of Public Timetables in the Schedule Bureau. He remained always the untiring worker.

James D. Hart was born on the Isle of Wight, England, 35 years ago, lived at Hamilton, Canada for some time, and then came to Los Angeles, accepting employment with the Pacific Electric Railway November 15, 1928.

He is mourned by his wife, Beverly; son Jimmy, age 7; and a baby daughter, Cathy, born just last Easter. To them we say humbly: We're sorry he's gone. We'll miss him, too.

—Alec Hartman.



AT THE MELIA HOUGE MEMORIAL BED in the California Babies' and Children's Hospital Miss Elizabeth Brahm (second from right), Secretary of the Pacific Electric Medical Department, hands over a check for \$600—the amount then in the Melia Houge Memorial Fund—to Miss Margaret Rowntree (at extreme left), Financial Secretary of the Women's Auxiliary of the Hospital. Looking on are, left to right, Mrs. A. M. Scholz, suggestor of the Fund; D. W. Pontius, former P. E. President; and Miss Bessie Chobotsky, P. E. nurse. Pretty little Emily Yepiz, 3½, the occupant of the bed, is the daughter of Mr. and Mrs. Henry J. Yepiz, and is one of four children.



Plaque to Melia Houge Placed On Child's Bed In Children's Hospital

In honor of Miss Melia Houge, late beloved nurse of the Pacific Electric Medical Department, a plaque was placed last month on the head of a bed in the California Children's Hospital at 1401 South Grand Avenue. Contributions of Pacific Electric employees and interested friends over the past two years have been placed in the Melia Houge Memorial Fund (now totaling over \$600), which goes toward the support of children placed in this bed. The idea of the fund was suggested by Mrs. A. M. Scholz, wife of Pacific Electric's Assistant Chief Surgeon. Together with Miss Bessie Chobotsky, Miss Elizabeth Brahm, and Mr. R. M. Cobb, Mrs. Scholz formed a money-raising committee two years ago. Because Miss Houge loved children, the memorial took its present form.

Further contributions are still acceptable, according to Mrs. Scholz, and anyone may add to the fund in memory of any person; the gift will be acknowledged by Miss Margaret Rowntree, Financial Secretary of the Women's Auxiliary of the California Babies' and Children's Hospital. Some are already regular contributors to the fund.

Although the original goal of \$500 was reached in November, 1943, the memorial plaque, because of material scarcity, could not be obtained

until last month. Of plastic material, it will be replaced by a bronze tablet after the war.

HOSPITAL LIST

Employees confined to St. Vincent's Hospital, 2131 West Third Street, included, as of October 31, the following:

Jesus Banales, Laborer, Engineering Department.

Howard Bennett, Retired Conductor, Southern District.

Frank Chadburn, Retired Campman, Engineering Department.

James E. Douglass, Trainmaster, Western District.

Dan Erickson, Car Repairer, Mechanical Department.

Logino Gutierrez, Laborer, Engineering Department.

Simon Holquin, Laborer, Engineering Department.

John G. Lamb, Motorman, Western District.

Clarence Mallory, Brakeman, Southern District.

Julia Matich, Janitress, P. E. Building.

Rudolph Morand, Substation Operator, Engineering Department.

Edgar T. Peterson, Operator, Motor Transit District.

Jeanne Randall, Operator, Los Angeles Motor Coach Lines.

Daryol Varner, Operator, Motor Transit District.

Norman Weikel, Motorman, Western District.

Screech, Back From Army, Replaces Ferguson, Who Becomes Asst. Rate Clerk

Frank J. Screech, former General Clerk in Passenger Traffic, returned from two years of Army service on October 16 and at once went to work as Ticket Agent in Mr. H. O. Marler's office. He replaced Clifford E. Ferguson, who became Assistant Rate Clerk to Lloyd C. Young in that office, as of October 16.

Mr. Screech's seniority dates from 1925, when he became a File Clerk in the Motor Transit office at 220 East Market Street. At the consolidation of the Motor Transit Company and Pacific Electric, he went as a Clerk into the Passenger and Car Accounts Bureau under Miss C. B. Templeton, and subsequently moved to Passenger Traffic. His Army experience included service as a private, first class, at Lemoore Army Air Field in the Quartermaster's Division.

Mr. Ferguson came to Pacific Electric in 1927 as a Ticket Clerk in the City Ticket Office. He worked there until September, 1943, with the exception of two years when he left the company. In September, 1943, he transferred to Passenger Traffic as General Clerk, and then as Ticket Agent.

Employees welcome both of these young men in their new capacities.

Storekeeper Ward McCall Retires After Over 42 Years of Service

The retirement of Storekeeper George Ward McCall on October 15 brought to a close a railroad career spanning 42½ years with Pacific Electric—a career marked by every evidence of untiring devotion to duty and loyalty to the company.*

On April 1, 1902, Mr. McCall came to work for the Track Department as a member of a yard gang under the then Chief Engineer George Pillsbury. George S. McClure, Sr., father of the present Assistant Engineer mentioned elsewhere in this issue, was Roadmaster. The Pacific Electric lines were



GEORGE WARD McCALL, retiring as Torrance Storekeeper after 42 years of service.

then in process of construction. Inside three months young Ward was promoted to Yard Checker, in which capacity his duty was to issue and keep track of material used. Not long thereafter he became Yard Foreman, and in 1912 was made Storekeeper at Graham. In 1918 he transferred as Storekeeper to the store at Seventh and Alameda, and the following year,

*He could have retired several years ago, but stayed on to do his bit for the war effort and to help relieve the manpower shortage.

when the fine large new store buildings were built at Torrance, he went there and remained in the same capacity until his retirement. Mr. McCall will celebrate his 72d birthday on November 16.

Plans Travel

Asked his plans following retirement, Mr. McCall said that he intends to work on his acre near Huntington Park, where he devotes half his land to youngberries and boysenberries, and the rest to figs, avocados, lemons, oranges, persimmons, and peaches. He also hopes to travel as soon as world conditions permit. Mr. and Mrs. McCall reside at 1123 West 84th Street, Los Angeles.

When he came to work for Pacific Electric, he says there were only 15 miles of track on our road, and that on the Pasadena Line. He furnished material for the construction of many of the lines, including those to Long Beach, San Pedro, Santa Ana, and Whittier, and the first broad-gauge line to Pasadena.

Farewell Gifts

At a gathering of Purchasing and Store Department employes on Saturday, October 14, Mr. McCall was presented by his co-workers with a fine watch and chain and subscriptions to five magazines which it was ascertained he was not then taking. His successor, Charles Stock, made the presentation, and farewells were made. Purchasing Agent Thorburn was among those present.

Mr. McCall wished to express through the Magazine his very real appreciation of the many friendships he has made through the years, of the cooperation he has received, and of the many pleasant memories which he will take with him. He hopes to see his old friends often.

All employes join in cordial best wishes to one of Pacific Electric's oldest old-timers, most faithful workers, and finest fellows—Ward McCall.

RETIREMENTS

The following employes retired during the month of October, according to the Treasurer's office:

NAME	Department	Occupation	Years of Service
Irvin I. Christie	West District	Conductor	31
Andrew C. Dinsmore	B & B	Crane Operator	39
William F. Hart	West District	Motorman	24
George W. McCall	Purchasing	Storekeeper	42
Vincent McGinnis	Mechanical	Electric Plater	33
Fred J. Miller	Northern District	Conductor	24

PACIFIC ELECTRIC CLUB BULLETIN

TUESDAY, NOVEMBER 7: Veterans of Foreign Wars Semi-monthly Meeting—7:30 p.m.

WEDNESDAY, NOVEMBER 8: P. E. Rod & Gun Club Monthly Meeting—7:30 p.m.

THURSDAY, NOVEMBER 9: P. E. Women's Club Sewing Unit—10:00 a.m.

P. E. Women's Club Afternoon Business Meeting and Program—1:00 p.m.

FRIDAY, NOVEMBER 10: Pacific Electric Bowling League Matches, Bonnie Brae Bowl—1818 W. 6th St.—8:15 p.m.

TUESDAY, NOVEMBER 14: American Legion Post No. 321—Semi-monthly Meeting—8:00 p.m.

American Legion Auxiliary Unit 321—Semi-monthly Meeting—8:00 p.m.

THURSDAY, NOVEMBER 16: P. E. Women's Club Sewing Unit—10:00 a.m.

P. E. Women's Club Afternoon Card Party. Prizes to the winners—1:00 p.m.

FRIDAY, NOVEMBER 17: Pacific Electric Bowling League Matches, Bonnie Brae Bowl—1818 W. 6th St.—8:15 p.m.

TUESDAY, NOVEMBER 21: Veterans of Foreign Wars Semi-monthly Meeting—7:30 p.m.

THURSDAY, NOVEMBER 23: Thanksgiving Day—Club Rooms Closed.

FRIDAY, NOVEMBER 24: Pacific Electric Bowling League Matches, Bonnie Brae Bowl—8:15 p.m.

TUESDAY, NOVEMBER 28: American Legion Post No. 321. Semi-monthly meeting—8:00 p.m.

American Legion Auxiliary Unit 321. Semi-monthly Meeting—8:00 p.m.

THURSDAY, NOVEMBER 30: P. E. Women's Club Sewing Unit—10:00 a.m.

FRIDAY, DECEMBER 1: Pacific Electric Bowling League Matches, Bonnie Brae Bowl—8:15 p.m.

TUESDAY, DECEMBER 5: Veterans of Foreign Wars Semi-monthly Meeting—7:30 p.m.

THURSDAY, DECEMBER 7: P. E. Women's Club Annual Christmas Bazaar — Art objects, needlework, candies, jams and useful household articles at moderate prices. Proceeds to charity—Room 806 P. E. Bldg. Doors open all day.

P. E. Women's Club Sewing Unit—10:00 a.m.

P. E. Women's Club Afternoon Card Party. Prizes to the winners — 1:00 p.m.

FRIDAY, DECEMBER 8: P. E. Bowling Matches — Bonnie Brae Bowl—8:15 p.m. Spectators invited.

TUESDAY, DECEMBER 12: American Legion Post No. 321. Semi-monthly Meeting—8:00 p.m.

American Legion Auxiliary Unit 321. Semi-monthly Meeting—8:00 p.m.

WEDNESDAY, DECEMBER 13: P. E. Rod & Gun Club Monthly Meeting. 7:30 p.m.

William W. Cunningham

Motor Coach Operator William W. Cunningham died Sunday evening, October 22, as the result of injuries sustained in an accident near Pomona Fairgrounds, when his bus skidded on wet pavement and ran into a guard rail. He had been in service only since August 10 of this year.

The funeral was at 3:30 p.m. on Tuesday, October 24, at Edwards Brothers Colonial Mortuary, 1000 Venice Boulevard. Interment was at Inglewood Memorial Park. Pallbearers were six Motor Coach Operators.

Mr. Cunningham is survived by his wife, Audrey, bride of 11 days. The warm sympathy of all employes is extended to Mrs. Cunningham.

HERE AND THERE With THE WOMEN'S CLUB



By Mrs. Lon Bishop

Not a great many present at the September 28 meeting, but to those present it was an afternoon of valuable instruction on a subject of interest to all women: safe and sure methods of canning.

Mrs. Frank Palmer, Program Chairman, presented Miss Schwartz of the Los Angeles Gas Co., who, with her screen slides, pointed out how to avoid spoilage of canned fruit and vegetables, and gave some very pertinent warnings about this thing called botulism. She suggested that when you come across any canning problem that has you stopped, you should call your nearest gas company and the girls will be only too glad to help you.

Mrs. Mabel Smart, Receiving Secretary, gave the year's report (January, 1943, to April, 1944) on the Red Cross work. The following is just a part: 61 sweaters, 300 ditty bags (the group filled 3000 at Production Center), 956 garments, 292 nurse's bags, 191 wheel chair robes, 18 complete layettes, and hundreds of miscellaneous articles.

Mrs. Columbus, Red Cross Chairman, read a letter from the head of the Navy Relief congratulating her on the beautiful work the unit is turning out. Pretty good for about a dozen regulars, don't you think?

Before we forget: The Red Cross ladies, also the girls in the Cafeteria, are grateful to Mr. Holmes for his thoughtfulness in preparing for their comfort and welfare.

The meeting on October 12 (after settlement of business) was turned over to Vice President Mrs. Palmer, who introduced Mr. C. A. Coons of the Los Angeles War Chest Area. Mr. Coons in turn presented the noted war correspondent Quentin Reynolds in a movie short entitled "A Memo of Q. Reynolds to G. I. Joe," far too short but enough to show what the funds are raised for and how very vital the need is.

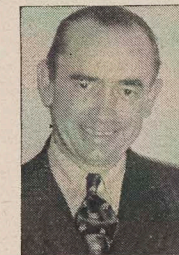
A filled war chest means the brightening of difficult, dangerous days ahead for so many — let's make it good!

After the movie, the hostess of the

afternoon, Mrs. Palmer, invited the group to the refreshment room, where delicious pumpkin pie and coffee were served.

The Club's annual bazaar will be held Thursday, December 7 — doors open at 10:00 a.m. We're asking you to remember us again and drop in for aprons, candy, cookies, needlework, etc. One of our ladies is planning a cooked food table and from what we hear, it will be tops—home-made apple pies, baked beans, and maybe—oh my goodness, you'll never guess, turkey sandwiches! She is also selling chances on the \$25.00 merchandise order—10c—3 for 25c. Mrs. Frank Hart is head saleswoman on a lovely warm comfort (kinda chilly these nights)—10c—3 for 25c.

PACIFIC ELECTRIC ROD AND GUN CLUB



By Arlie Skelton

Greetings, Rod and Gun Clubbers! Sorry to miss out on you good sportsmen last month, or did you miss the column? Anyway, it was vacation time and I was away back in the hills

trying to make contact with a wily buck deer.

Listen, men, if something isn't done quick about increasing fish and game or reducing bag limits and stricter enforcement of game laws, there won't be any such game much longer. With very few exceptions the deer that came out of Monache Meadows this year were very small. Also, the trout streams have been all fished out the past two years, with no restocking being done in that vicinity. Still, more and more people are packing in each year, and, when the war is over, hundreds will be going in by plane. Then your fish and game will be history and the Monache Meadows will be only a playground ever after.

On the bright side, for the present at least, is the duck situation. Much publicity is given to the tremendous increase of the duck population since the organization known as "Ducks Unlimited" got under way.

Being a good reporter, naturally I had to start nosing around for some records on the opening day of duck season at Lake Henshaw, and this is what I found: Approximately 2,000 hunting permits were sold. Conservatively estimating five birds to a hunter (that's what I got), in Arkansas mathematics that's about 10,000 ducks taken from one lake in one day. So you can draw your own conclusions as to how much longer there will be hunting and fishing to enjoy.

Referring to the minutes of the October meeting, we find that Lloyd

P. E. WOMEN'S CLUB Announces ANNUAL CHRISTMAS BAZAAR

Room 806 Pacific Electric Building Thursday, December 7th

- FANCYWORK
- NOVELTIES
- JELLIES & JAMS
- CAKES & CANDIES

and many other useful household articles and gifts at a surprisingly low cost.

Added Attractions

\$25 MERCHANDISE ORDER and Also Homemade Quilt

Each to be raffled at 10c per chance or three chances for 25c. All proceeds for charity to bring comfort and cheer to unfortunate members of the Pacific Electric family.

YOU WILL HAVE A MERRY CHRISTMAS if you SHOP EARLY

Leary states it might be possible for the members of this club to reserve hunting privileges at Quail Lake near Lebec for one day and go up there in a group outing. A full report is to be made on this subject at the November 8 meeting.

Don't forget Robert Dornor's "swap shop." Any fishing or hunting gear you might have cached away in your attic, cellar, garage, or clothes

closets that you are not likely to be needing during the emergency — bring it to the meeting and list it with Bob Dornor to exchange or sell for you. Ammunition, if kept dry, is usually good for many years.

A. M. Cross and Arthur McBride are due a vote of thanks for their courtesies in obtaining, through their contacts with the Canadian Trade Commission, the excellent pictures

now being shown at our meetings. Mr. McBride has been proposed as an honorary member of our Club.

B. F. Manley and Dave Porter were absent from the last meeting, having gone north to meet the migratory water fowl coming south. Jesse Edmund has finally given up fishing at Lake Henshaw and is now going in for spearing bull frogs along irrigation ditches.

C. G. Gonzalez is now taking a much needed vacation—just resting up.

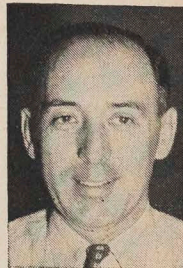
R. M. Lawrence is wearing a big smile these days, having bagged his two bucks. He went out at the opening of the season and bagged a small one; came home and decided that wasn't enough, so he went back and got a big one for winter use.

Don't forget your next regular meeting Wednesday, November 8, at 7:30 o'clock.

Only six more months until the opening of trout season. Better get your reservation in early for that Arrowhead outing. No other trip like it.

**PACIFIC ELECTRIC
MASONIC CLUB**

By
**M. J.
Davison**



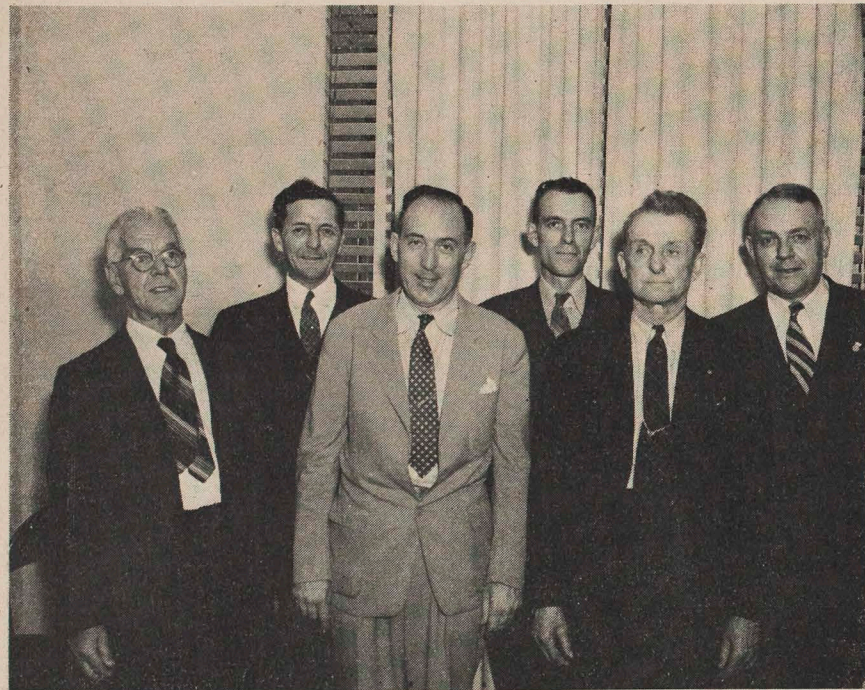
A very pleasant evening was had by all who attended our meeting on September 22. After enjoying a splendid dinner prepared and served by Mesdames Hasenyager, Shoup, and Davison, the photos shown elsewhere were taken, and the meeting followed.

Brother H. G. McDonald, who has been Treasurer of the club since its inception, resigned account of having severed connections with the company. Past President J. L. Smale was elected to fill the vacancy.

The next meeting is scheduled for December 15. The officers are planning another interesting meeting.

Two more of our members passed on to that place from which no traveler returns. Brothers W. H. Otto and Cason were buried in September. The club extends sympathies to the families.

Two lodges, Ramona of Monterey Park, and Redondo Beach, were visited during the month. Enjoyable evenings were had by those who were able to attend.



MASONIC CLUB—The meeting of September 22 was prefaced by a dinner in the Women's Tea Room, and judging by the satisfied looks on the faces of the men in the bottom picture, the meal must have been a good one. In picture at top are a group of the officers. Reading from left to right are 2d Vice President F. J. Leary, 3d Vice President C. A. Newman, Secretary M. J. Davison, President Gordon Hall, Degree Team Director I. J. Williams and retiring Treasurer H. G. McDonald. Mr. McDonald, readers of the September issue will remember, resigned from the managership of the Pacific Electric Building last month to accept the managership of the Van Nuys Building.

**P. E. POST 321,
AMERICAN LEGION**



By
**C. E.
Wilcox**

A round table discussion was held at the meeting on September 26 for the purpose of organizing a unit of the Civilian Air Patrol. Any boy or girl between the ages of 15 and 18 is entitled to this course in aviation, free of charge, except for the uniform, which must be furnished by the cadet. Older persons are asked to enlist in the C. A. P. also, so that they may become instructors to teach the newer cadets. All Legion members have been asked to help organize a unit in their respective districts. Comrades, if you are interested for yourself and children, contact Service Officer Roy Meade or myself for further information.

Daniel Sanchez and James S. Taggart of World War I, and Paul Irwin Steinmuller of World War II, were admitted as new members at our last meeting.

November 14 is past Commanders' night; so, Legionnaires, come on, let's have a large turnout for this night! Have a good time and get acquainted with our new members.

The 23rd District is now in first place in membership quota, and our Post has kept its quota one hundred per cent. While on the subject of members, let me say that a number of ex-service men now working for Pacific Electric are eligible for membership, and I would like to suggest that each comrade make an attempt to get some of these ex-service men—and women—into our post. Oh, yes, ex-service women are eligible! We have an ex-WAVE in our post and we are very proud to have this young lady as a member. I am serving notice on Roy Hightower and will not let him alone until he transfers to our post.—How about it, Roy, are you ready?

Cloyde Earl Wilcox, new Legion correspondent, has the surprising attribute of being a native of Los Angeles! Imagine! Did not inquire date of birth. He's a West Motorman as of 5-27-43, having been honorably discharged from the Navy May 12, 1943. The West Virginia sank under him at Pearl Harbor, the Yorktown

did at the Coral Sea, and he was finally wounded when blown 200 feet by a bomb which knocked off the stern of the seaplane tender McFarlane, at Tulagi. Hobby: radio. Glad to welcome Earl to the mag.; it's a privilege to have a man with such a record of patriotic duty writing for us.

**Meinert Sends Last
Picture of De Goede
From South Pacific**

A group picture including that of the correspondent and also the last picture of John De Goede (former Mail Handler who was killed in the South Pacific last April—see June issue) was sent in a letter by C. Tommy Meinert last month. Tommy, now a Storekeeper 3/c on a ship in the South Pacific, is a former employe of the Ticket Office. The letter, addressed to Glenn E. Collins, Supervisory Editor of the Magazine, is dated September 22, and reads:

Hi there! May I come in for a chat? At long last I am fulfilling your request to obtain a picture of me. I'll do a little better than that. I am enclosing a group picture that I am in, as was the late John De Goede, another P. E. employe. This picture was taken the latter part of March, 1944, at a base in the South Pacific. It was quite difficult to have the film developed. . . As you already know, John De Goede died April 14, 1944. This was the last picture ever taken of him. I feel proud and happy that I was in this picture. I am positive all of Johnny's pals at the P. E. will be glad to see it.

Do extend my very best wishes to all my very good friends at the P. E. Most of all, I would like to say a special "hello" to all the men and women with whom I worked in the Passenger Traffic Department.

Must conclude for this time. Can



FROM THE SOUTH PACIFIC comes this picture of Tommy Meinert and his pals, all Storekeepers. In the front row are Tommy (left) and Alvin ("Skeets") Campbell. Back row, left to right: George Brehm, Marvin Mohler, and John De Goede.

only state that we are busy sailors out this way. I suppose that I don't have to tell you that. In closing, may I sincerely wish you and the Magazine a world of success in the future. Truly, I enjoy it immensely.

Most sincerely,
C. TOMMY MEINERT, SK 3/c.

Thanks, Tommy. We're always glad to hear from you. Hope you're getting the Magazine regularly, like many other employes on military leave.

REPORT OF VITAL STATISTICS

September 21, 1944 to October 20, 1944

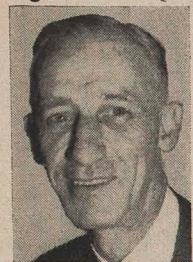
DEATHS

NAME	OCCUPATION	Died	Group	
			Insurance	Mortuary
*Otto, William H.	Motorman, Retired	9-19-44	Yes	Yes
Dilthey, Fred	Clerk	9-22-44	No	Yes
Mitchell, Russell E.	Motorman	9-24-44	No	No
Pearson, Samuel W.	Porter	9-25-44	Yes	Yes
Johnson, Manuel	Laborer	9-27-44	No	No
Hart, J. D.	Supvr. of Public Time Tables	9-30-44	No	No
Smithey, Finleys	Car Repairer	10-18-44	Yes	No

EMPLOYEES' WIVES' DEATH BENEFIT FUND
NONE

*Reported subsequent to last publication.

PACIFIC ELECTRIC BOWLING NEWS



By Charlie Hill

At the close of the sixth week of the bowling season the Claim Department is on the top of the ladder with 20 wins and only four losses, and the Northern District is in second place, 16 and 8. The Motor Transit men hold down third spot, followed by the Southern District. The Field Engineers and P. E. Scrubs are tied for fifth and sixth positions, while the Subway Terminal and Vineyard finish the first division, both tied for seventh and eighth places, 12 and 12.

After a bad first night, the Claim Department, with Harry Welch and Archie Brahm doing the heavy work, has been going strong, and when and if Putman and Gonzalez find themselves, the claim workers are going to be plenty tough. Harry Hampton has been the big factor in the Northern District's position on the ladder.

The Vineyard team halted the fast-stepping Field Engineers, shutting them out and incidentally rolling the high team series (2714) for the season.

Many of last year's high bracketed keggers have failed to find the right groove on the Bonnie Brae alleys. Among these are "Red" Jones, Joe Shafer, Tommy Putman, Charlie Oliver, Jimmy Rankin, Ole Swanson, Charlie Gonzalez, "Ted" Wolfe, and others. Several potential 170 and 180-class bowlers are hitting in the 140 and 150 brackets.

A Thanksgiving Turkey Shoot will be held on Friday night, November 10. Four special prizes will be awarded to winners of various events of the evening.

Space will not permit more this time; and to those low ebb bowlers, bear in mind that splits and misses add as much interest to the game as do strikes and spares.

Steamship League
The Pacific Electric's big guns have opened on the adversary and completely annihilated the Western Air Lines and Pan American Airways, by taking all eight straights or consecutive points; and have captured the pinnacle of the Steamship League, which they still hold at this writing. They really put on a big bowling show on October 17, when the team rolled the league's season high game and series (926 and 2598), which were bowled from scratch. "Stan" Worsdell has been the outstanding factor in the team's success, having pitched a neat 587 on October 10, followed by 568 on the big show night, when Hill's 549 series also aided the cause. Hubener and Brahm also rolled 500 series the same night.

In addition to the two 4 to 0 wins referred to above, the P. E. outfit nabbed 3 to 1 wins over the J. St. Paul White and American Fruit Growers, and lost its series versus the Grank Trunk Railway, 3 to 1.

"Since I met you, I can't eat, I can't sleep, I can't drink."
"Why not?"
"I'm broke!"

MAKE YOUR TELEPHONE CALLS BRIEF

CLEAR THE LINES FOR PRODUCTION

BASKETBALL NEWS

By George M. Kappers



Since last month real progress has been made in the matter of getting Pacific Electric's basketball team under way. The committees appointed on September 15 reported to an enthusiastic meeting of prospective players on September 26 that arrangements have been completed for uniforms, practice courts, and entry into league play.

Since that meeting of September 26, practice sessions have been held regularly at Griffith Park Gym on Tuesdays at 8 p.m. and at Central High School Gym on Thursdays at 7 p.m. The following players are rapidly shaping up into a team which has plenty of that "will to win": Tommy Arnold, Captain, Ray Milnes, Assistant Captain, Bill Easterman, Frank Marshall, Vic Prettyman, C. W. Bates, R. B. Lucas, Glen Clymore, William P. Austin, Louis Krug, J. M. Craft, R. J. Savoie, "Red" Taylor, and your correspondent. And don't forget, we can still use some more good men.

The team is entered in a tournament which is to start during the first week of November. The exact date is not yet known. A schedule of forthcoming games and possibly the scores of the first game or two, will appear in the next issue of the Magazine.

Keep your eye open for the schedule, and come out and see some good sport.

BOWLING LEAGUE OPENS—Pictured on the opposite page are the 16 teams forming the Pacific Electric Bowling League. Pictures were taken on opening night of play, Friday, September 15. President of the League and Captain of the Schedule Bureau team is Charlie Hill, who appears in the lower right-hand corner of the center picture.

WEEKLY HIGHLIGHTS OF P. E. BOWLING LEAGUE

Team High Game	Team High Series	**Individual High Game	**Individual High Series
Sept. 15 Subway Terminal (883)	P. E. Scrubs (2472)	J. Kolar (215)	C. P. Hill (526)
Sept. 22 Claim Dept. (927)	Claim Dept. (2651)	C. P. Hill (234)	C. H. Kazee (567)
Sept. 29 Motor Transit (951)	North District (2630)	C. Wakeman (225)	E. Brown (563)
Oct. 6 L. A. St. Terminal (938)	Claim Dept. (2648)	V. C. Prettyman (216)	A. Brahm (559)
Oct. 13 P. E. Scrubs (943)	Claim Dept. (2663)	C. H. Kazee (213)	C. H. Kazee (*579)
Oct. 20 Vineyard (928)	Vineyard (*2714)	A. Brahm (215)	A. Glenn (520)

*Season High.

**Individual scores do not include handicaps.



SIGNAL DEPARTMENT



By
Virginia
Simmons

The entire department expresses a warm welcome to E. B. Hargreaves, new Bonding and Welding Foreman, whose service with the company dates back to March 3, 1923. Ernie, good naturedly, has taken quite a ribbing with his new duties. Did we hear anyone mention "Baby"? Attention, nurse! (J.V.E. explains that's why she wears a maternity smock around the office.)

Recent World Series reminded us that Kenneth Douglas used to pitch for the Chicago Cubs, and Tom Ambos once played for the Carlisle Indians. Seems most ball players are south-paws. We took a look, just for fun, at our own left-handers, and found Larry Sauber, Bob Burns, Angelo Dascenzo, Roy Long, Frank Edmonson, and Frank Cousins.

What a well-dressed maintainer keeps in his pockets: 1 flashlight, 2 screwdrivers, pliers, 2 putty knives, fuses, 1 open knife, small dust brush, piece of sandpaper, keys, 1 rag, 1 red handkerchief, a watch and chain, and a stubby pencil. No, I wasn't frisking Bob Hart. I just wanted a comeback for what a woman keeps in her purse.

Wonder what ever became of the tool satchel Bill Moesby used to carry over his shoulder? Incidentally, Bill and Ruth (Mrs. Moesby) celebrated their 33d wedding anniversary October 7.

Bernie Edmunds, who spent two weeks at St. Vincent's recently, wishes to extend his appreciation for the grand nurses, who, though short-handed, were always friendly, cheerful and patient. Bernie's taken up his

red coat and broom, his way of saying he's back on the job.

Threesomes — Wesley Scranton, Julian Gray, and Tom Ambos—playing pool in the P. E. clubroom.

Twosomes — Sam Newland and Larry McKoane—playing cards. (Sam is also an ardent baseball fan.)

All alone—Chuck Bradley quarantined. (His young son has scarlet fever.)

With elections near, we vote for the removal of the poor old broken-down chair at the Foot of the Viaduct. Even an explanation for the sentiment attached to that dilapidated object would ease our minds. By actual count, the new switch at "the Foot" moves 220 times a day.

Something to be thankful for—boys like Infantryman Sergeant Alfred W. Bone, son of A. W. Bone, Signal trouble shooter with the Department for 22 years. Al graduated from Alhambra High School, spent 3½ years at Davis (U. of C.), and enlisted in 1942. After intensive training in ad-



SGT. A. W. BONE

vanced reconnaissance and rated as Ranger Commando, he headed for the South Pacific, and is now serving in New Guinea.

Like father—like son. Wally Bone, a veteran of World War I, served in France with a front line Railroad unit. He is an active member of P. E. Post 321, American Legion, and Downtown Chapter 50 of the Disabled American Veterans.

YOUR VICTORY GARDEN

By Agricultural Extension Service, Los Angeles County, University of California and United States Department of Agriculture.

Early fall planted vegetables should be coming along a third to half grown. Keep them vigorous with a side dressing of nitrogen fertilizer applied in a shallow trench in the side of the irrigation furrow and two or three inches below its bottom. If your rows are fifty feet long and a foot apart, apply two and one-quarter measuring cups or fourteen ounces of Victory Garden Special (6 per cent nitrogen) fertilizer to each row. Put half of it on each side if you wish. One-half measuring cup weighing about four and one-half ounces is an equivalent quantity of sulphate of ammonia which contains 20½ per cent nitrogen. If the rows are two feet apart double this quantity; if three, treble. If you wish to broadcast the fertilizer over an area, calculate the application at the rate of the fifty-foot-long row, twelve inches wide; namely, two and one-quarter measuring cups or fourteen ounces to each fifty square feet.

Pest Control

Pests are always a problem. Watch out for aphids on all members of the cabbage family, including broccoli, cabbage, cauliflower, etc. Once thoroughly established aphids are hard to eliminate. Dust with nicotine sulphate (Black Leaf 40) or pyrethrum extracts at two week intervals while the plants are young.

Red spider is developing on many things. Apply sulphur dust. This same material will prevent mildew.

There will be worms eating leaves of various kinds. The evidence will be holes in the leaves or whole sections of the leaf gone, or a dead plant if they tackle the main stem of a young one. The answer will be dust or spray with a "stomach" poison, such as calcium arsenate or cryolite.

All in all, you will find that keeping these insects under control is far better than trying to clean up after they become established.

INFORMATION HI-LITES



By
Deane H.
Aspelmeier

Just like the bad penny, here we are again to tell the latest in "Information." It does grieve us that we are unable to tell the dear public what the schedules will be to Big Bear at Christmas or next February. Again it hurts (?) to tell folks there are no trains to San Berdoo or Riverside by busses. And as for getting folks to Pasadena—well, we guess chickens and other animals are all whom we could expect to know how to cross streets to the other side. Humans seem unable to comprehend what you mean when you tell them to go across to the north side of Sixth Street. At any rate we still have our troubles! Thank goodness they tell us the drilling on the floors is almost finished. But just wait till they start on the ceilings! Oh! dear!

As for vacations—it seems Adeline McIntyre was afraid yours truly was trying to put one over on her on a vacation trip—only went to Crestline, Bluejay and Big Bear with friends. But it is still a mystery about a certain vacation. We were told that a little Spanish lady spent hers picking berries. We wonder?

Helen Drew is spending two weeks away from her P. E. duties. When she left she expected to meet a niece from Mexico at the Lockheed Terminal. We hear she had to spend the next few days in bed. Must be very exciting to see those planes comes in. Wonder what it would be like to ride in one!

Our chief, Sibyl Mather, spent her vacation with relatives in San Francisco and Fresno. Reports a grand time, too busy even to write. We were glad when she returned to her accustomed place.

Florence Spaulding is away on three months leave of absence. Has gone to New Orleans to be with her husband, who is in the service.

Neva Cooper is away for a few days—destination unknown.

Why do some folks get all the breaks? For instance, take Thelma Bell! First, a nice (?) toothless man stepped up to the counter and in his most attractive way began a serenade. A few days later, a young man stepped up to her, and before he

could complete his question to her, swooned away. Frank Sinatra stuff, you see!

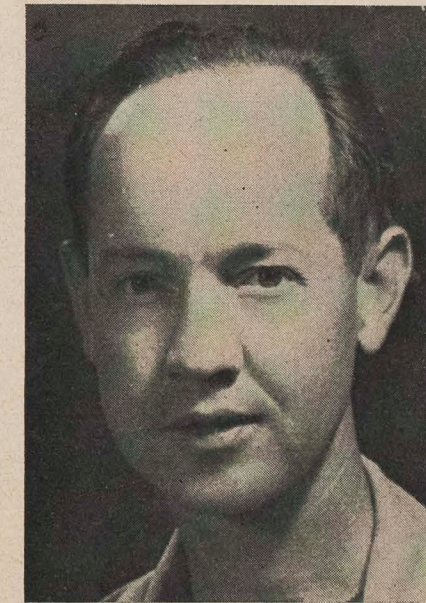
And now for a little irony. "Would you please tell me the department of the El Monte trains?" "Can you insure me a seat on one of the cars?" "Where can I get the Venison Short Line?" "What time does the 'Gravy' Bus leave?"

Or, "I am a stranger here. How do I go to Tunjuga? Well, when I come into the depot, how do I know when the busses are coming in or going out?" "If I buy my ticket, how do I get from there to Gate One?"

Upon another occasion a party inquired all about getting to Fullerton and in the next breath asked, "What's the fare to Pomona?" One time we were asked for a rough estimate of the fare to Colton.

A lady stepping up to the counter at 10 a.m. said, "You said I've missed the 9:45 to Norwalk and can't get another till 10:45? Well, do you think I should go then?" The clerk hated to tell her to wait till 12:50 and the bus would take her right to the hospital grounds. All in all, we wonder sometimes if one bus would allow necessary "sit-down" space for all we feel should go there.

So, dear reader, is it any wonder that you feel sometimes like telling one of our number what "ails us?"



NOBLE E. CATES, Staff Sergeant, Service of Supply, U. S. Army, sent his friend Glenn Stancer, Brakeman on the South, this picture of himself from Italy. Noble is a former Voucher Examiner in the Accounting Department, as well as Magazine correspondent from that office. Says he will have many interesting stories to tell when he comes home that he can't write at present.

EASTERN DISTRICT ENGINEERING DEPT.

By
Mabel E.
Forsberg



OUR MOTTO! PROGRESS — "To leave things better than we find them."

We were honored with a visit by our President, Mr. O. A. Smith, and his staff on October 11, 1944.

During the past few weeks, business trips have been made to our district by several members of our Los Angeles office, including Mr. and Mrs. G. S. McClure, Mr. L. B. Denton, Mr. Albert dePfyffer, Mr. R. H. Duguid, Mr. Earle Moyer, Mr. S. Moore, and Mr. H. Smith.

On September 20 Mr. Pomeroy of the Auditing Department came out to San Bernardino for a conference with Section Foremen Shunk and Chavez, Junior Engineer Holmes, Timekeeper Burns, and Extra Foremen Sharp and Martinez, relative to proper use and preparation of Forms 530, 4915 and 507. All concerned expressed satisfaction with the results.

Visitors to the Engineering office always express interest in our "pigeon nest." This ingenious device is our mail dispatching bins, with door on inside of office and locked door on the outside, allowing all interested employes access to mail before and after office hours.

Scotty Burns, Timekeeper for Extra Gangs No. 9 and No. 13, has much reason to be proud of his son and daughter, who are in the services of their country. His daughter, Allison, took training at Sweetwater, Texas, and became a member of the WASPs, and for more than a year has been stationed in Michigan near Detroit, ferrying ships to all parts of the country. She has just completed a visit with her parents in Redlands. Mr. Burns' son, John Scott Burns, Jr., has been in the Navy since he graduated from the University of California in 1940. He spent almost three years in the South Pacific and came home Commanding Officer of his ship. He is now stationed at San Diego; has just received an assignment to an airplane carrier.

Mike Becerra, son of Salome Becerra, Sub-Foreman of Extra Gang No. 9, has been home on leave after

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taking part in the Invasion "D"-day. He is serving in the Navy.

During the first fifteen days of October, Extra Gang No. 9 put in a little over 1000 ties, with an average of 60 men. We are proud of this record.

Signalman Homer Carper and family from Bellflower spent a pleasant week-end with Henry & Mrs. Williams. Henry is a Signalman of San Bernardino.

Bill Mapstead, Foreman of our Line Department, and Serapio L. Gussman, Laborer on Section 31, have returned from their vacation.

Remodeling of the San Bernardino Passenger Station is well under way and has been the source of many favorable comments.

When Mr. John F. Haasis of Riverside came to the San Bernardino office to buy some scrap track ties,

we learned he was a passenger on the first car on the Santa Ana Line—way back in 1905. He remembers distinctly that they were very large cars.

Somewhere there is a town called "NUTSBURG." Understand Mr. Coons is still looking for the code number.

Mrs. Mabel E. Forsberg, Steno-Clerk in H. R. Searing's office in San Berdoo, is almost brand new, having entered P. E. service August 22, but from what we hear she's tops, both in efficiency and amiability. As a columnist she will turn out to be—we venture to predict—one of the best, though she claims no writing experience. Hobbies: golfing and fishing; pet peeve: "people who sulk."—And we're mighty glad to hear from the East! Editorial handshakes, Mabel!

SAN BERNARDINO DISTRICT

By Bob Belfrage

Mr. C. H. ("Casey") Jones enjoyed a week's vacation on a fishing trip with friends on the Klamath River. Gordon A. Gould, Assistant Supervisor, held down the boss's desk in his absence.

Brakeman V. A. Smith, hurt October 10 when knocked off a gondola while releasing a brake, was treated by Dr. Forsythe at Community Hospital and later sent to St. Vincent's Hospital, Los Angeles, to be cared for by Dr. Weber. Best wishes, Victor!

Art White, Yard Clerk, was called to Dansville, New York, to the bedside of his mother, who was in an accident. Word was received that she is in a serious condition. Mrs. White is staying in San Dimas while Art is away.

Mrs. Kay Reed, Cashier at San Bdn. Ticket Office, is back on the job after a hard trip to Newark, New Jersey, having been called there by the illness of her father. Kay reports him much improved.

Agent H. G. Hammond and Clerk Walter Meyers at Claremont are pretty busy these days with all the colleges open—Claremont, Pomona, and Scripps College. Hundreds of beautiful girls there this year.

Walter Collette and family (Motor Transit Bus Operator) are proud owners of their home and income property they recently purchased at 666 West 5th Street.

Agent H. M. Wright at Uplands is a very proud and happy grandfather.

Agent C. O. Stephens and Mrs. Stephens recently entertained at their

home at 1282 Berkeley Avenue, San Bernardino, and served a venison dinner to a group of freight house fellow workers and Mr. and Mrs. C. H. Jones. This was a pot luck dinner. Mr. and Mrs. Stephens furnished and prepared the venison and pies. A very delightful evening was enjoyed by every one, including Mr. and Mrs. Stephens, Mr. and Mrs. Jones, Mr. and Mrs. Corey, Mr. and Mrs. Holyfield, Donald Clegg, Ellen Kolesar, Helen Cooper, Mr. and Mrs. Palmer, Mr. and Mrs. Ott, and Beverlee Manning.

Hal Doig, Vern Kutz, Nick Bosura and Ray Bixler spent a happy two weeks in Gypsum, Colorado, on a hunting trip. Nick's new name is "One Shot Bosura." Hope Nick soon recovers from his strep throat.

Agent J. A. ("Pat") Patterson, is doing a big ticket business in the little shack out in the yard while the station is being remodeled.

Agent W. O. Hathaway at La Verne reports he has a new clerk in his office by the name of F. W. Heffner, formerly Assistant Cashier of Ontario. Good luck, Frank!

Beatrice Morrell, former Clerk at Corona P. E. Station, has joined the Wacs and is now in training at Des Moines, Iowa. Beatrice, we know you will make good and we're proud of you!

Agent H. C. Hall, Alta Loma and Etiwanda, reports the largest grape season in history from the 15 grape shippers at Etiwanda. Prices are the highest and markets the hottest ever with no price control. It is estimated that 250 cars will be shipped this season.

Mr. and Mrs. Dick Marquez of Etiwanda have been very busy during grape season working about 18 hours a day building grape lugs and sweet potato boxes. They have 200,000 boxes to their credit. Next year they plan to add to their box-building lettuce and celery boxes.

RIVERSIDE DISTRICT

By H. F. Dostal

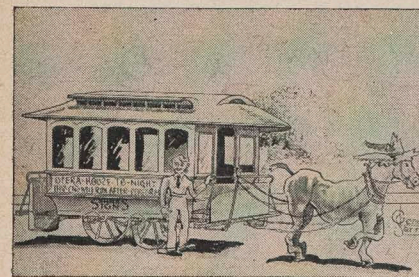
E. W. Swanson was a caller at Riverside during the week. Ole works out of Mr. Foskett's office. He is not passing out the cigars, but is trying to buy them.

Those winning the World Series pots at Riverside were Mr. Faben—Mr. Faben—Mr. Faben—Gordon Thexton—Gordon Thexton—Gordon Thexton.

Frances Wodal on the sick list with wisdom in her teeth and all the dentists gone to war.

Jack Schnarr, holding the early watch at Riverside, took in the Ice Follies during the week, reports a good time was had by all.

25 YEARS AGO



On the Pacific Electric

(From the files of the Pacific Electric Magazine for October, 1919)
By "Alec"

"We are proud to announce the return to our family of Herman R. Grenke, master engineer junior grade of the Chief engineer's office, etc., etc."

"Well, really, we did not even know he's been away."

Let's not be confused. This was announced 25 years ago by the Pacific Electric Magazine's October edition, when master engineer junior grade of the engineer's office of the American Expeditionary Forces, Herman R. Grenke returned from the big fracas and re-entered the service of the Pacific Electric Railway. He had the distinction of being the first from the Accounting Department to answer the call of his country—and the last one to return to his civilian duties, as Contract Clerk. Now he is Senior Assistant to the Auditor.

The Pacific Electric Club at that time (25 years ago) seemed to have had quite a number of social affairs on the program, according to the P. E. Club Calendar, featuring a "Moonlight Dance," "Jazz Novelty Dance," and even a "Snow Dance" for the benefit of their members. The

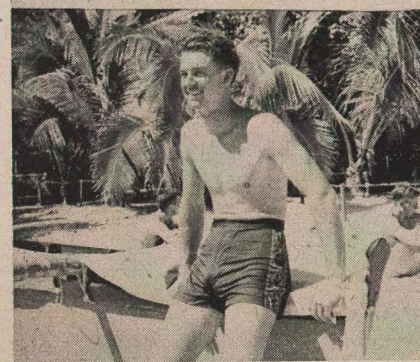
featured "Moonlight Dance" must have been thrilling, for the lights were low, a motion picture was shown, and thereafter popular song texts were thrown on the screen with the dancers joining the chorus. Love must have been in bloom. . . .

The trainer put his two performing dogs through their routine, while the vaudeville agent watched, utterly bored until, at the finish, the little dog piped up, "Well, pal, how's about booking us?" "My God!" exclaimed the agent, electrified. "You don't mean the little dog's talking?" "Nah," said the trainer wearily, "the big dog's a ventriloquist."

Male Customer: "I want a couple of pillow cases."

Shop Assistant: "What size?"

Male Customer: "I don't know, but I wear a size seven hat."



GLENN P. BARKHURST, JR., coxswain in the Coast Guard, and son of our Wingfoot Agent, proves in these pictures that not all his time is spent battling Japs and jungle mud. He painted the life-sized figure shown above to decorate a ship, and also finds time for some swimming, for excellence in which he won medals at Huntington Park High School. Glenn, Jr., who entered the Coast Guard November 25, 1941, worked at the L. A. Freight House and also at Wingfoot before he began sea duty.



WINDING ARMATURES is a difficult task, but these women, who are now replacing men in many lines of work at the Torrance Shops, prove that mechanical ability is not confined to the masculine gender. Top left: Clara Hughes files an armature in preparation for winding it. Top right: Eva M. Gasper sets in the coils of an armature. Bottom: Mary Robles (left) and Cora Hewins test an armature.

PASSENGERS APPRECIATE

Two Conductors, One Stationmaster

October 22, 1944

Pacific Electric Railway Company
Los Angeles, California
Gentlemen:

I wish to express my appreciation of the courtesy shown to me yesterday—Saturday the 21st—by two of your conductors and the station master at Los Angeles.

I was a passenger from Clearwater, arriving Los Angeles at 2:05 p.m., and carelessly left my purse in the seat in the rear car. I returned to the car within about five minutes but could not find the purse. The station master,* in spite of being very busy directing traffic, helped me to locate the conductor [W. C. Clements] of the head car, who went through the rear car with me again, searching thoroughly for the purse. He helped me find the conductor [H. W. Vestal] of the rear car in which I had ridden. The latter said he had found a purse on his car while the passengers were still leaving, and had called out whether anyone had left their purse. Some woman replied that it was hers and he gave it to her, he said. As she was leaving the car he noticed that she had a brown purse as well as the black one. He then challenged her, and she admitted that it was not hers, and gave it back to him, and he had put it in his locker for the time being, he added.

Thus I was both fortunate and

*The name of the helpful Stationmaster could not be definitely ascertained but Sam J. Mason and John Hay were on duty at the time.

grateful, because the purse contained my ticket to San Bernardino, some money and private papers. I offered to reward the conductor, but he brushed the idea aside.

Very sincerely,
MRS. WILMER N. GLASSCOCK

M. C. Operator Tom Slack

October 10, 1944

Pacific Electric Station
Beverly Hills, California
Gentlemen:

You undoubtedly receive many letters regarding some of your drivers being rude. However, this morning I boarded the bus at approximately 11:35, at Ivar, and rode as far as Doheny and Sunset, and I have never seen a driver who was more courteous to his passengers. I believe this young man's number was 2734 [Tom Slack].

You may be ashamed of a great many of your drivers, but you can be proud of this one.

Sincerely,
LEW GOLDER

Conductor R. W. Berry, Jr.

October 4, 1944

Pacific Electric Railway Company
Los Angeles, California
Dear Sirs:

On my trip to Glendale a few weeks ago, the conductor was R. W. Berry, Jr., 2846, and a nicer conduc-

tor could not be found than said person. He is very polite and kind to every passenger. I finally asked him for his name. He gave it to me. If you print a paper for your men, please print this letter so all may see. Good luck to said person mentioned.

Yours truly,
MRS. NETTIE I. WARREN

M. C. Operator Walter Collett

Riverside, Calif.
Aug. 25, 1944

Mr. Walter Collett
M. T. Operator
San Bernardino
Mr. Collett:

Many thanks for the return of my coat. I certainly appreciate it, as I never expected to get it back. It's good to know there are still honest people in this topsy-turvy world. Thanks again.

Respectfully,
MRS. B. MARXER

P. S. Find \$2.00 reward.

TRANSPORTATION DEPARTMENT



By
Suzanne M.
Jacquemin

Not much to tell you this month, but here is the dope anyway! . . . Virginia Simmons and I are both in the same predicament. She gets her sleeves sewn up and I get my coat sleeves pinned up. Which is the greater of the two evils? Now it just couldn't be the same gremlins! . . . Brakeman W. W. Wherry, now working as Dispatcher, and Mrs. Wherry, are showing off their new son, Charles Eli Wherry, whom the stork left at their house on September 24. Charles Eli weighed 9 lbs. and 12 ozs. The Wherrys also have another son. Guess Art Nasher was right in his last month's magazine's prophecy. . . Fireman J. R. Walker went on a leave back to Oklahoma and brought his small grand-daughter, Roberta, home with him. She is one of those golden-haired, China-blue-eyed girls, whom you just can't help loving on sight. . . David Newman's small daughter answers to almost the same description. . . The 11th of October

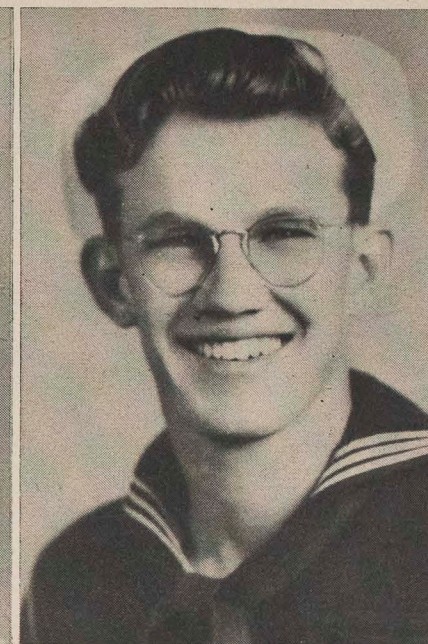
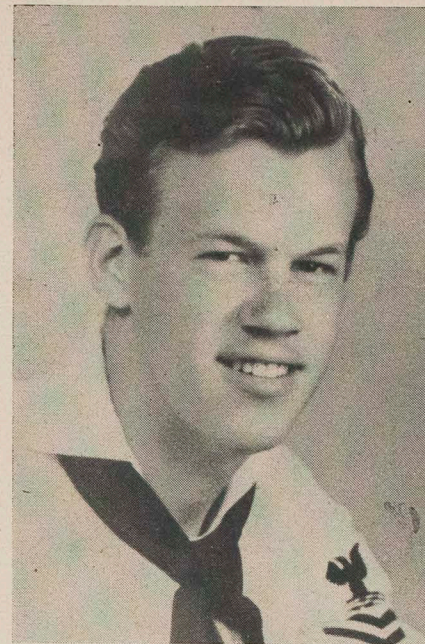
was a big day for Paul Durbin. He not only got a promotion to Supervisor of Timetables (the job vacated by Dave Hart's untimely demise), but his wife presented Paul with their second son, John Paul, who weighed 7 lbs. right on the nose. Good luck on your new job, Paul, and congratulations on the new addition to the Durbin mansion. . . Joe Henry got Paul's old job. . . Earl G. ("Tennessee") Johnson, our Trainmaster here at State Street, seems to have all the luck when it comes to knowing ahead of time who will win the baseball games. . . Engineer Roy Garst and his family are vacationing at Gilman Hot Springs. This is Roy's first vacation in years. . . Eleanor Lifur and I went out to the country (El Monte) and visited Ruth Penrod and her new baby. Susan Ann is going to be just as attractive as her mamma. Ruth surprised us with a banana cream pie—oh, those calories! but it was worth it. . . Our engines have been re-named Teddy Roosevelts because they are "rough riders."

. . . Ralph McCoy, who left the company about a year ago to go to Arizona for his health, paid all the old gang a visit and says he feels much better now. . . R. W. Jackson, Chief Clerk at Butte Street, went on a week's vacation and had a very bad week—was sick all the time. . . Mary Walto ("Baby Face") had another attack of the old flu after a week's layoff and is back again, but it just won't leave her alone. . . Leroy Thompson left the P.E. for the S.P. . . Alice Fairbanks is blue because she says no one is here now to cheer her up. . . Florence Furnivell has moved back from Eighth Street to the midnight car desk job at Butte Street (she surely misses those oranges). . . Chris Spray had a week-end off to visit her hubby at the Army Base and was stranded two days. They just would not let her get back; all trains were full, etc. Guess she finally almost had to thumb her way back. . . When Myrtle Irene Shaw left the P.E. to marry Supervisor V. C. ("Dick") Prettyman, Virginia Bright bid in her job. . . Joe Shafer of the Special Agents Dept. is also up for congratulations. . . Next issue you'll see a picture of "Rancho El Castor Beano" which is the Switchman's stand at Valley Junction.

ROOM 221 & VICINITY by Lucille Paige

The untimely passing of Dave Hart leaves a vacancy around these parts that will be felt by many of his friends.

Betty Hoefener, one of the best, leaves her position to enter UCLA and complete college education. Good luck, Betty, and more power to you.



SONS OF ASSISTANT FREIGHT TRAINMASTER "O" "C" JORDON—
On the left is Clark, a radioman 2/c, who enlisted in June, 1941, at the age of 17, and has been at Midway and Pearl Harbor ever since with never a leave. He will be 21 in March. On the right is Wayne, gunner's mate on a ship somewhere in the South Pacific. He says that where he is it's 130 in the shade and there is no shade. Younger than Clark, Wayne also enlisted at the age of 17 in June, 1943. He was home in April.

Too bad that Mr. Parker is short of "51's" at present.

After disappearing for two weeks on her vacation, Jeanette Everson admitted going to and from one of the Dakotas, I can never remember which. It seems she now lives the life of Riley and has nary a dish to wash.

Mildred Johnston's birthday was feted with a dinner party at an exclusive joint on La Cienega row. Those participating were Rose Ann

Smith, Betty Hoefener, Lorraine Larson and yours truly, not forgetting Clare Tomes, who was there in spirit, if not in person.

During Helen Semnacher's recent vacation at Lake Arrowhead, the wind proffered a bit of excitement when it blew her under the pier, and a rescue party was sent. I remember once. . .

Ileen Baldwin back in 221 after a prolonged — in Room 227. Her mother and sister, new arrivals from Madison, Wisconsin, are responsible for that beaming smile these days.

Clare Tomes still referring to our Chief Clerk as MR. Campbell. And she's been here longer than three days, too.

Lillian Teter enjoyed a week's sojourn at Highland Springs.

The installation of fluorescent lights in 221 meets with the approval of all. Improvement is noticeable, not only in the additional light, but also the "glamour pallor" acquired therefrom.

Paul McDonald was called to Ohio by the death of his aunt. We extend our sympathy.

New face in Freight Service Bureau belongs to Mary Hoga. For relaxation, Mr. Erhardt demonstrates his dancing minstrel man, which he also sells under the auspices of his local American Legion Post.

When your heart goes bumpety-bump — (continued next month).

ALL VETERANS!

Veterans of World War I and II are cordially invited to attend the November 14 meeting of Pacific Electric Railway Post 321, American Legion. It will be Past Commanders' night, and a good turnout is expected. Several good speakers have been invited to be on the program to give you all the information on the G. I. Bill of Rights. Also, a representative from the Civil Air Patrol will talk on the program of that organization.

Remember: November 14, 8:00 p.m., 917 Pacific Electric Building.

OUR COURTESY

to P. E. Railway—Motor Bus Employees and their dependents makes this the most reasonably priced mortuary for them.

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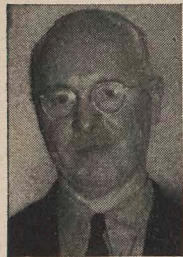
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**SUBWAY
TERMINAL**



By
**W. F.
Servranckx**

Harold Sanders, the glamorous boy of West Hollywood, received news from Sgt. Johnny P. Cranford of the Railway Battalion in France. Space does not permit writing the entire letter, but Johnny tells us that rail-roading "link and pin style" in Europe is not quite as fascinating as on the Air Line. He also tells us that our General Chairman, W. P. Nutter, is also there. Johnny sent us a picture of the Eiffel Tower, elsewhere in this magazine, to prove that he has visited Paris, France, and while you may not be able to identify him, that little spot you see way up on top — is Johnny, and he wants to be remembered to all.

Another veteran returned from the armed forces is none other than our Subway baritone, Dan Keeley, who is so happy after a day's work that



EIFFEL TOWER—This picture, taken September 10 by Sgt. John Cranford, shows the French tricolor flying at the top.

he plays the piano and sings beautiful songs any day in the music room.

Henry Gerlach promises that annual venison dinner when he can secure transportation.

New faces at Subway Terminal include: Philip Garfield, E. L. Barth, Tim J. Burke, Walter F. Kressin, R. E. Stevens, E. R. Thiele, Paul O. Dell, S. B. Richards, C. E. Cronk, I.



WONDER BABY—Nicholas Joseph Graziano. Taken at this angle, his bassinet resembles a Christmas bell.

Hoopler, E. E. Fogle, C. R. Loveday, J. S. R. Angell, J. W. Dilly, E. J. Daniely, A. K. Aramain, H. L. Goldstein, H. J. Haislip. Glad to know you all, boys. Hope you like our terminal and, take it from yours truly, we have a fine bunch of men working here. Everyone, including Harry Finglet, is only too glad to start you on your new venture.

A short while ago yours truly and Jas. Faggart were entrusted with a beautiful package to be delivered to L. A. Finley, that cigar-smoking giant from Kansas City. We did deliver same at Inglewood and very naturally very curious, but that guy never let us see what it contained. Maybe Warren Plank knows.

Mr. and Mrs. Anthony Falco are expecting a blessed event in November. Here's hoping for a boy, and don't forget, Anthony, we do like big black cigars.

Conductor Gorlin has his son in Cedars of Lebanon Hospital for burned feet. Hope he gets well soon.

Mr. and Mrs. Nic Graziano announce the arrival of a bouncing addition to the Graziano household and, as the photo shows, a chip off the old block. We all wondered why Nic was walking on air. Louis Gorlin is just about as happy, and says that he will supply the cigars; "the Boyle Heights kind."

**SIXTH & MAIN
TERMINAL**



By
**W. B.
Shrewsbury**

To each and every one of our 40 million readers we offer a personal apology for not turning in a column last month. We know, for most of you the month was spoiled; but, like Ernie Pyle and other great intellectual and brilliant writers, we thought if we had to write another word we would explode. The mental strain was too severe and we had to take a vacation. We expect to be deluged by 8 or 10 box cars of mail, wanting to know why we did not write a column last month; and, since we are kept very busy at the present time and secretaries are so hard to get, etc., we possibly will not have time to answer more than 20 or 30 million of the letters. So we hope the rest of you will accept this explanation as to why we missed out last month.

The cigarette situation has done our nerves no good. As one fellow on the streetcar remarked as he fumbled with a sack of Bull Durham: "First time I rolled a cigarette since the Hoover administration." We can't figure out what the Operators have that the Trainmen haven't. When we walked up to the little cigarette stand in the building and asked very confidentially for a package of cigarettes, the woman said, "Sorry, all out." We didn't believe her, as we had a tip that she had plenty; so we hid behind a post and watched. Pretty soon a P. E. Bus Driver walked up, whispered and walked away with a package of standard brand.

Then an Idea struck us. Taking off our Motorman's cap, we went out and borrowed a Bus Driver's cap, came back and walked up to the same woman, and again asked in a confidential tone for cigarettes. She glanced at our cap, and without a moment's hesitation handed us our favorite brand. You figure it out, we can't.

We were surprised and delighted to see our good friend and ex-P. E. Motorman C. E. Whippert. He is on leave from the Navy. He has only been in a few weeks and is already sporting an eagle on his arm. Any of you who would like to write him see F. L. McCulley for his address.

Quite a few Ding Dings (ourselves included) have transferred to the Honk Honk Division, Ross Shappell, Frankie Hight, and ourselves being the most recent. "Pee Wee" Fowler and F. E. Stemm were the first to go. Some Honk Honks (sometimes referred to as "Lap Laps") have transferred to the Ding Ding division. We can only hope that the Ding Dings treat them as well as the Honk Honks treated us when we transferred. In case there are any Honk Honks among our 40 million readers, may we take this opportunity to thank you for the patient and friendly attitude that you showed while breaking us in on your division.

We are not quite back in the groove yet—seem to have too much vacation lingering in our mind to get down to business on this column. The truth is we don't know nothin' about nobody, and if we did, our censor probably wouldn't print it. However, just to fill in a little space we will pass this poem on to you that we ran across the other day. In our opinion it is a perfect portrayal of some (not all) modern women.

Kiss me, darling! Kiss me!
Hold me very tight!
I want to get in practice
For my date tomorrow night.

**OCEAN PARK CAR
HOUSE AND BUS LOT**



By
**C. T.
Kaneer**

E. M. Sheppard has returned to active duty after having been on the sick list for some time. Welcome back, Shep!

J. T. Johnston, Motorman Instructor, is having his headaches again at Ocean Park teaching the three problem boys the principles of being Motormen. Keep trying, Johnny! The law of averages says they will learn some day—meaning Willard, Robins, and Kaneer.

If F. H. Beatty happens to snub you as he walks by, don't feel bad, fellows. All new grandpas act like that immediately after the great event. Congratulations, Frank!

The mechanics of Ocean Park Bus Lot (night crew) have a strange tale to tell to all that are willing to listen. It seems that some adventure-some sailor decided to become an op-



AT OPCH — Terminal Foreman W. C. Kennedy, left, and Instructor of Motormen J. T. ("Johnny") Johnston.

erator on the night of October 12; and, as the story goes, the brick wall got in the way. The bus stopped halfway over the wall; the sailor ran; the mechanics are going around mumbling in their beards.

General Agent H. H. Williams of the Western District just returned from spending several days in San Francisco.

Albert Konzen is a new addition to the Ocean Park Garage force. The more the merrier, say the mecs.

With this issue we begin a series of pictures of the entire Ocean Park force. Don't feel insulted if yours



BOB FULKS, Mechanic at Ocean Park Bus Lot.

doesn't make the first issue, as we will get around to you as soon as possible. Photography by yours truly.

Charlie Croninger having transferred his affections to West Hollywood, we present this month a new correspondent for OPCH in the shape of Charles T. Kaneer, M. C. Operator now breaking in as a Motorman. He's really a commercial photographer and has a share of ownership in two studios around town. He edited and published a weekly squadron magazine when he was in submarine service in the Philippines, and was twice wounded—in 1941 and again in 1942, the second time on Corregidor. Welcome, Charlie!

**WEST HOLLYWOOD
TERMINAL**



By
**Charlie
Croninger**

Lester W. Capps, Jr., the son of L. W. Capps, West Hollywood Supervisor, who was reported missing in action last August 7, has been listed as a prisoner of war in Germany.

Bus Operator Lowe became a proud daddy for the second time last September 28. The second edition, or I think "addition" is better, is a baby girl named Sheila Elizabeth Lowe (this is Lowe's spelling of her name) who at birth weighed seven pounds and three ounces, and measured twenty and one-half inches long. Baby and her mother, Elizabeth, are doing fine.

Bill Stosberg, who used to tell tall fish tales around the Ocean Park Bus Lot when he worked there as a mechanic, is now the Night Foreman at the West Hollywood Garage. Bill was in St. Vincent's Hospital for an overhaul before coming to West Hollywood and his first day at work he looked fit as a fiddle. Let's hope he keeps the busses the same way.

Charlie Schultz was off a couple of weeks last month with an ailing arm, but Doc H. Jay Hamilton, the former San Fernando Valley Conductor, fixed him up and he is now back at work.

Ran across another refugee from the windy city, Wesley W. Workman (A. B. Marshall, the West Hollywood Terminal Foreman, says Workman's initials suit him to a "T," the W. W.

meaning "Willing Worker"), who used to work for the Chicago Surface Lines. Old Chicago must be quite a burg now with the new subway and the elevated. It would be nice if the P. E. would put a subway down Hollywood Boulevard.

Truman Baker was on the sick list last month and he said when he came back he was going to break in on freight.

Last month when I started my O. K. trips as a Motorman my first instructor was M. E. Cronin—my name without GER on it. We got along O. K.

Conductor J. M. Turchin's son was reported killed in service in September and Conductor West lost a son very recently in service also.

Conductor Joe Crawford fell and hurt his back. After being disabled for two weeks, he is now back at work.

Conductor John Beakley is confined to his home again.

Conductor Reis's son is confined to the hospital in Long Beach after being injured in the service. He hopes to be out on crutches soon.

The above three items were submitted by Rose Crocker, Cashier on the afternoon shift at West Holly-

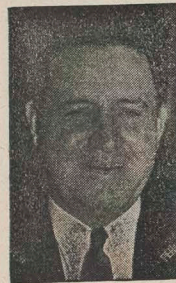


MOTORMAN L. A. STROPPE and his family, including Mrs. Stroppe and their son, the latter being a fine example of what can be raised in California. Father Stroppe, who came to California from Norton, Massachusetts in 1920, is a regular Motorman on the Oak Knoll Line.

wood. I didn't have much time to prepare this column this month, but I will try to do better next month. Anyone who has a bit of news that they would like to see in the West Hollywood column, let me have it and I will see that it is published.

While G. R. Stevens is convalescing at his ranch at Ono, Charlie Croninger, former OPCH correspondent who has just transferred to West Hollywood, will substitute. Thanks for helping out, Charlie!

PASADENA TERMINAL



By
**H. L.
Woodford**

Motorman R. M. Steele received that telegram: "The Secretary of War regrets . . ." about his boy, who is missing in action over Europe. All the boys are hoping, Bob, that better news will follow soon.

Conductor John Borger came back to Pasadena, bidding in on Run 4300. We knew Johnny couldn't stay away very long.

Conductor James Ryan is back after working out of Temple City for quite a while.

Conductor Charles Martin, on his first day back from the sick list, had the S. P. bus run and, while waiting for passengers at the S. P. Station in Alhambra, had the honor of shaking hands with Senator Harry S. Truman when the Argonaut stopped



CRACK CREW—Conductor H. E. Heydenrich came out here from Oshkosh, Wisconsin, b'gosh; and Motorman John Spiegel (at right) from Smithon, Missouri. They're a crack crew on the Oak Knoll Line.

for a few minutes in Alhambra on its way to Los Angeles.

Conductor Art Holmes came back to Pasadena and wishes it known he is here to stay. Conductor Fred Palm has bid in the p.m. Switchtender's job at the firehouse.

Former Pasadena Conductor J. K. ("Jock") Kennedy, now tending the switch at the east end of the State Street Freight Yards, has his "Rancho El Castor Beano" in pretty fair shape. Jock is pretty much a Jack of all trades.

Vacations: Conductor R. Wallace spent a few days at Carpentaria; Motorman John Ream stayed home. Motorman C. B. Lewis at home.

Visitors this past month: Retired Assistant Trainmaster Fred Roberts, Retired Terminal Foreman Jack Birmingham, both looking younger than the day they retired.

A soldier was leaving the camp kitchen with a steaming cauldron when the general in charge halted him.

General (ordering): "Let me taste that, private."

Private (beginning): "But—"
General (interrupting): "You heard me! Run and get me a soup spoon."

The soldier brought a soup spoon. The general took a mouthful of the liquid.

General: "Bah! You don't call that soup, do you?"

Private: "No, sir. It's disinfectant."

MOTOR TRANSIT & NORTH MOTOR COACH LINES



By
**Joe
Peyton**

Station modernization has started at San Bernardino. When work is finished the station will be one of our nicest outlying depots. El Monte Station, recently rejuvenated, is having its grounds repaved.

Operator J. Marlo has left the El Monte Terminal (just when he was about to become Mayor), and is now working out of San Bernardino. He looks fit as a fiddle.

The fine spirit of our Temple City Operators should be commended. During the rush hours these boys really keep their wheels rolling. Operator A. P. Baker, who works the back deck at 6th and Main, does a splendid job of seeing that the line is properly handled.



IN FERRY COMMAND—Lt. Wallace Eugene Johnson, 22, fighter pilot, son of Freight Trainmaster Earl C. Johnson, enlisted in the U. S. N. Air Corps in July, 1942, and transferred to the Marine Corps in November, 1943. He has recently been detached from his fighter squadron and placed in the Ferry Command at Floyd Bennett Field, New York.

Several of our men have made transfers to other districts, Operators D. D. Campbell, J. H. Wipfli, J. V. Adams and "Red" Austin going to the West, P. N. Stoner, E. L. Bellah, and Harold Anunson changing over to the North. Motor Transit will miss having these boys. . . Here's wishing you the best of luck in your new locations.

Operator Richard Butler of our Santa Ana Terminal was recently released from St. Vincent's Hospital after a serious illness. All the men wish him a speedy recovery.

Operators Eugene Wickham of San Bernardino and A. Peterson of our Pomona Terminal have been driving Motor Transit busses since December 1, 1919. A quarter of a century of fine, loyal service.

Pete was recalling memories of the old Moreland busses with solid rubber tires and acetylene headlamps. No tickets were sold on the road in those days. Drivers merely took in the cash, which was turned in at the end of each day's work. Gene and Pete have many thousands of miles to their credit, with a wonderful record of safe, courteous service. Keep up the good work, gentlemen!

And now for our little additions: Assistant Service Director Jasper Marino and Mrs. Marino are proud of their new daughter, Theresa Marie. Congratulations also go to Operator C. C. Weaver and his wife on the arrival of their son, Robert.

Operator H. P. Aldrich is all smiles again. Henry was recently mistaken for someone else and was caused a great deal of trouble and embarrassment.

Operator F. S. ("Guess Who") Williams has taken a run that keeps him going all night. What a man for punishment!

MACY STREET TERMINAL

By
**Ted
Harrison**



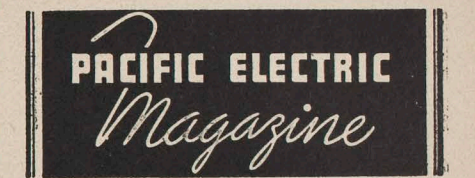
Sierra Madre Conductor A. R. Picking and Mrs. Picking, who reside in San Gabriel, recently received from their son, 2nd Lt. Robert C. Picking, stationed in England, an Oak Leaf Cluster and Air Medal with citations awarded him. Robert is a Bombardier on a Flying Fortress with

the 8th Air Force. Since "D"-day he has completed some 20 combat missions.

Your Macy scribe has been enjoying a visit from both the Army and Navy recently. My son Charles, Pharmacist's Mate 3/c, has been home on two occasions from Shoemaker, California, while the Army was represented by my son-in-law, Utley C. Butler, home on leave from Florida.

Jay Purvis, who recently qualified on the System, has been seen piloting the day line car out of Macy, but there seems to be a rumor that a man with more "whiskers" has his eye on that job. How about it, Jay?

Motorman Charlie Young has just bid in on a Sierra Vista daylight run. What's the idea, Charlie — getting settled for a cold winter?



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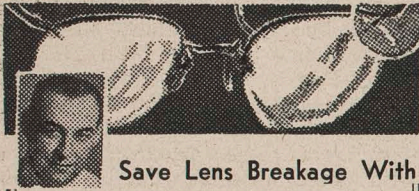
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